

# THE AMERICAN REVIEW OF REVIEWS

EDITED BY ALBERT SHAW

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Photograph by the American Press Association, New York

**SEÑOR DON FRANCISCO I. MADERO, PRESIDENT OF MEXICO, AND SEÑORA MADERO**

During the fifteen months of his presidency, between November 6, 1911, when he was inaugurated, and February 9, when Colonel Felix Díaz began a serious attack on his régime, Madero succeeded in getting under way a number of important reforms. His selection to office was the first expression of the people's free will for a chief magistrate. Señor Madero at once showed himself to be preëminently a man of peace and idealism. The Mexican people, however, at the present stage of their development, would seem to need a stronger executive. Señor Madero resigned on February 14. On another page this month late phases of the Mexican situation are considered.



# THE AMERICAN REVIEW OF REVIEWS

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## THE PROGRESS OF THE WORLD

*Reform  
Measures at  
State Capitals*

Last year's stirring up of political waters is not to be without some permanent results. Everywhere that legislatures are in session striking programs of reform are under discussion, and many States will have better government and better laws in consequence of the popular uprising and the progressive demands. Allusion was made in these pages last month to Governor Wilson's outline of advanced legislation for improving the government of New Jersey. His message was followed promptly by the introduction of bills providing for the sweeping reform of corporation laws, for reform of the State's revenue and tax system, and to meet other needs as set forth in his program. There was some prospect that the corporation bills might become laws before Governor Wilson's resignation, at the beginning of March, to take up his duties as President.

*Forty  
Legislatures  
at Work*

There were forty legislatures in session last month, much the greater number of which will continue their labors well into the spring. We shall in due time sum up for our readers the more important results of this year's legislative activity. For New York and New Jersey are not the only States where the doings of legislatures this year are of national significance. Our readers will remember that the Republicans of Pennsylvania, last spring, under progressive domination, adopted a platform containing specific and elaborate proposals for the most sweeping reforms in State affairs. The convention appointed a committee to keep close watch upon the work of the legislative session, and then adjourned subject to call in case of need.

*Harrisburg  
as a Focus of  
Interest*

It will be highly interesting to know to what extent the Pennsylvania legislature, which convened on January 7, will live up to the demands of the great radical convention of May, 1912, with its sweeping catalogue of necessary changes in State legislation. The chances appear favorable, although things seemed to be moving slowly during the first legislative month. A test of strength came when the reactionaries tried to pass a concurrent resolution that would end the session on April 15. A short session would have meant the sidetracking of many progressive bills. The legislature declined to fix a date for adjournment, and began to settle down to earnest work. The group of election-reform bills proposed by the Progressives were favorably reported early in February. The amendment providing for the popular election of United States Senators, on February 3, passed in the House of Representatives at Harrisburg by a vote of 193 to 3. Previous to last year's political revolution in Pennsylvania, it is hardly conceivable that a legislature at Harrisburg would even have entertained the idea of allowing the people of the State to vote directly for Mr. Penrose's successor. Among other questions pending is that of a constitutional convention to overhaul thoroughly the organic law of the State,—thus following Ohio in its great work last year and, as our readers will remember, falling into line with the urgent proposal of Governor Wilson that New Jersey call a convention and rewrite its constitution.

*Ohio Under  
the New  
Constitution*

The legislature of Ohio met at the beginning of the year, with exceptional duties devolving upon it by reason of the adoption of a new



GOVERNOR COX AND THE OHIO LEGISLATURE ATTENDING STRICTLY TO BUSINESS  
From the *Evening Dispatch* (Columbus)

constitution, full accounts of which were published in this magazine (see in particular Dr. Elson's article in the *REVIEW* for last July). The many constitutional changes require much legislation in order to give them due effect. While not of an extremely radical character, this new constitution was strongly progressive in its general tendency. There was earnest of serious work and fine achievement in the remarkable message to the legislature of the new Democratic Governor, James M. Cox, on January 14. We have in this message an interpretation of the progressive program that leaves nothing to be desired in its intelligence and its high sense of the duty of government to serve the new conditions of social and economic life. The Governor advocates the placing of experts on the State boards of administration; the efficient combination of competing or overlapping State departments; the fullest exercise of the State's police power in matters of health and human welfare; the enforcement of the same standards of economy and system in public business as in private. The Governor holds that the Democrats of Ohio are under specific covenant to adopt (1) the principle of the short ballot; (2) separate ballots for State and national offices; (3) home rule for cities; (4) the immediate valuation of the property of all public utilities; (5) home rule in taxation; (6) adoption of initiative and referendum amendments; (7) further reduction in hours of labor for women, and restriction on the right to employ children in factories; (8) adoption of the amendment for popular election of Senators; (9) legislation

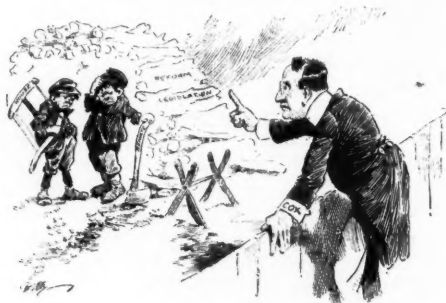
for State roads and highways; (10) further reform in penal institutions, and abandonment of the present prison system; (11) the licensing of the liquor traffic. All of these topics are discussed by the Governor with great ability and frankness. The remainder of the message deals with a variety of subjects requiring consideration by reason of amendments to the constitution. In short, the State of Ohio, as expressed by its Governor and its recent constitutional reforms, is now seriously proposing to become one of the truly modern and up-to-date communities of the civilized world.

#### Indiana's Advance

The adjacent State of Indiana, also under Democratic control, seems likely to keep pace with the progressive movement in legislation. Although the Democratic State platform in the last campaign was regarded as reactionary, the program already adopted by the majority party in the legislature embodies many of the measures advocated by progressives in all parties. Among these are workmen's compensation, an inheritance tax, a public utilities commission bill, commission government for cities, and a bill to provide for the calling of a constitutional convention. Although the Democratic party in the State was not committed to these bills, it would appear that the party leaders found them so popular that it now seems "good politics" to enact them into law. Whatever may be the outcome, the influence of the vigorous campaign waged last year by the Progressive party in the State remains potent.

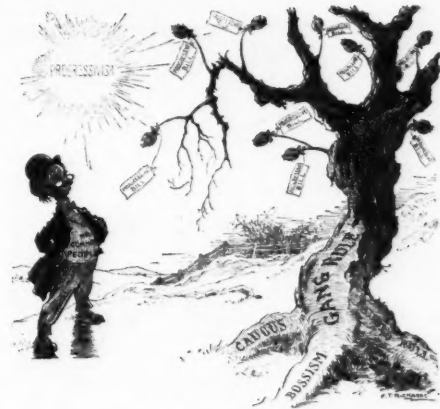
#### The Situation in Illinois

For practically all of the month of January the Illinois lawmaking body was in a deadlock which was finally broken by a combination of Democrats and Republicans in the selection of



GOVERNOR COX TO THE LEGISLATURE: "NOW, SEE HERE, BOYS, NO FOOLING!"  
From the *Leader* (Cleveland)

William McKinley (Dem.) as Speaker of the lower house. The organization of the legislature was followed, on February 3, by the inauguration of Governor Dunne, who recommended radical reform measures, including a constitutional amendment establishing the initiative and referendum, a public service commission with plenary powers, home rule for cities,—especially Chicago,—the abolition of the State Board of Equalization and the creation of a permanent State Tax Court, the short ballot, an effective corrupt practices act, and punishment for the violation of political pledges. The election of two United States Senators overshadowed all other matters of business before the legislature, and at a late date in February virtually nothing had been accomplished toward the enactment of new laws.



PROGRESSIVE BILLS IN FULL FLOWER ON THE  
LEGISLATIVE TREE

From the *North American* (Philadelphia)

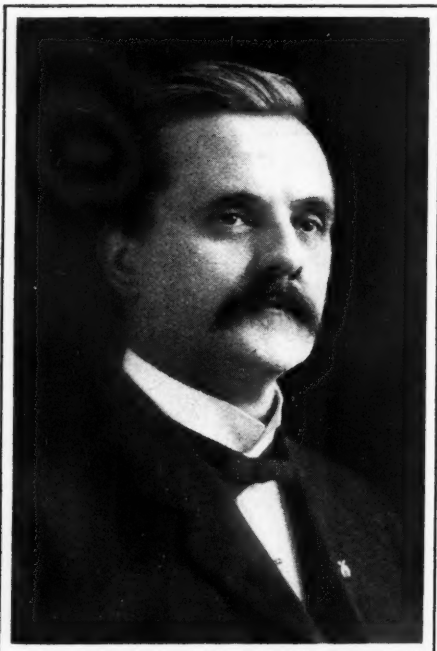
#### Raising Standards of Legislation

In many States of the Union, until a comparatively recent date, laws have been passed in a haphazard manner, frequently without due consideration and almost always with an insufficient basis of knowledge. Some years ago the State of Wisconsin instituted a Legislative Reference Bureau which, under the able direction of Mr. Charles McCarthy, soon became a powerful agency for publicity and effectiveness in legislation, not only in Wisconsin, but in many of the neighboring States. This bureau undertook to gather information about State legislation throughout the country and to make this information available in the most direct and convenient way to members of the Wisconsin legislature. The resulting study of laws and bills on many subjects soon raised the standard of legislative enactments and made it possible for the expert in various fields of social reform to get a hearing in State capitols, and, in many instances, to impress his views on legislation. One effect of the excellent record that has been made by Mr. McCarthy's bureau was the introduction in Congress of a bill establishing a similar bureau for federal legislation. It has been made clear to legislators the country over that the people will no longer stand for the slipshod methods of the past.

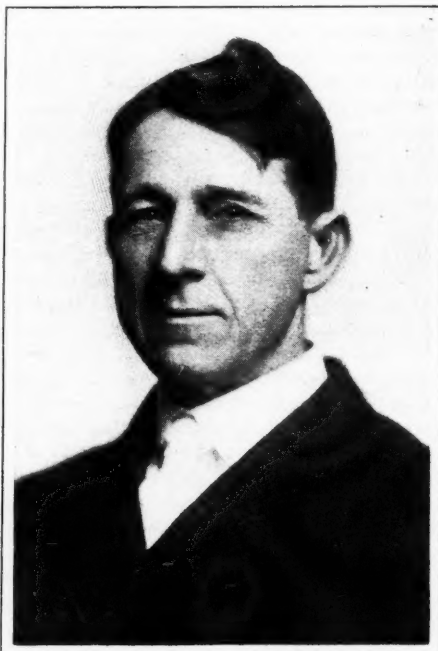
#### Drafting Bills

Along the same line is the action of the Progressive party in several States in appointing committees whose business it is to draft legislation in fulfillment of the party pledges as given in the State platforms. This practice was begun in Pennsylvania by the Republican party in the spring of 1912, and has been adopted by

the Progressive organization of New York. The work of the executive and legislative committee of the Pennsylvania Republican State Convention is embodied in the drafts of six important laws, which have been printed for the use of the legislature and all citizens interested. These proposed enactments include a comprehensive Public Service Commission law, an act establishing a State Department of Charities, laws regulating primary elections and campaign expenditures, and two laws dealing respectively with the employment of women and of minors. These drafts are offered by the committee to the public for criticism and suggestion. The Progressive party's legislative committee in New York State has prepared bills for primary and ballot reform and proposes to convert the entire party platform of 1912 into specific measures. Each bill is to be the work of experts. Nearly 200 men of recognized standing,—lawyers, labor leaders, social workers, farmers, business men,—are serving as volunteer assistants of the committee in this task. This important and heretofore neglected work of bill-drafting has also been taken up on an extensive scale by the National Civic Federation, which is now making an analysis and compilation of public utility regulation laws throughout the country. This work is under the immediate direction of Prof. John H. Gray, the economist. The result of this activity on the part of the Civic Federation will be a draft of a model public utility law, which will be of great service to legislators in every State and will include, in a compact form, the most important provisions of such laws now in force in various States.



Photograph by Harris & Ewing, Washington, D. C.  
HON. GEORGE W. NORRIS (PROG. REP.), OF NEBRASKA



Photograph by the American Press Association, New York.  
DR. HARRY LANE (DEM.), OF OREGON

TWO SENATORS-ELECT, EACH THE CHOICE OF A DIRECT PRIMARY AND SENT TO WASHINGTON BY A LEGISLATURE OF A POLITICAL FAITH OPPOSED TO HIS OWN

*Popular Election of Senators*

The national amendment providing for the popular election of Senators has been making its way at a winning pace among this year's legislatures. It did not leave Washington soon enough last year to catch many of the legislatures still in session, although two of them (those of Minnesota and Massachusetts) actually ratified it, voting upon it promptly after its adoption at Washington in May. Its ratification by the legislatures of thirty-six States (two-thirds of the total number) will make it a part of the Constitution of the United States. It is quite possible that it may carry the requisite number during the present season. It has met with few checks or rebuffs, almost the only legislature opposed to it being that of Utah. This attitude at Salt Lake City associates itself quite consistently with Utah's recent course in politics.

*A Change Already Discounted*

The direct election of Senators will be a radical innovation in States like Pennsylvania and New York. But it will make little practical difference in any State south of the Potomac or west of the Mississippi. In most of the Southern States the Senators are already

chosen in Statewide Democratic primaries, the legislature merely giving legal validity to the people's preference. Most of the far Western and Northwestern States have adopted extra-constitutional arrangements, more or less similar to the Oregon plan, in accordance with which the legislatures accept the results of popular action in Senatorial primaries. We have now one Democratic Senator, Mr. Chamberlain, of Oregon, who was elected to his seat by a Republican legislature because he had won in a primary contest. Two more Senators will be sworn in on the 4th of March who, under similar circumstances, were chosen by legislatures of the opposite party. One of these is Dr. Lane, of Oregon, who will succeed Mr. Bourne and is a Democrat, though the legislature is Republican. The other is Mr. Norris, of Nebraska, a Progressive Republican, elected by a Democratic legislature in recognition of his popular victory in the Senatorial primaries.

*Supported by Public Opinion*

It should be borne in mind that the direct election of United States Senators by the people has had behind it an overwhelming public sentiment for many years. There is no argu-



ment for the direct election of a Governor which does not apply to the choice of a United States Senator. The plan of nominating either Governors or Senators in Statewide primaries may, indeed, have many objections urged against it. If the machinery of caucuses and conventions had not been so shamelessly abused by professional political manipulators in alliance with corrupt interests, it is not likely that there could have been any prevailing movement for Statewide primaries as a means of selecting party candidates. But although a Governor may be nominated in one way or in another, he must come before the people for his election to office. And in like manner it would seem reasonable enough that the people of the States should vote directly for Senators. If the people have a chance to vote, and if there is reasonable opportunity to file nominations by petition, it makes little difference how the regular parties select their candidates. The only offices that the voters of a State have any real interest in filling by the process of Statewide election, are those of Governor and United States Senator. Very few people would object to having the other State offices filled by the Governor's appointment, with legislative concurrence.

*Objections to Present Plans* Among the practical objections to the plan of electing United States Senators by the legislature, there are two that outweigh the others. The first is that it interferes with the real work of a State legislature. In countless instances we have seen legislatures deadlocked during many weeks, and utterly demoralized as regards their proper attention to legislative and budgetary duties. A second objection is that in many cases the Senatorship becomes involved in the election of members of the legislature. A United States Senator is not infrequently carrying on an exciting canvass for reelection, under such conditions that his fortunes are the chief issue in the voting for legislative candidates. Thus two distinct sets of interests, one of a national character and the other of a State character, are mixed up in a way that is detrimental to both. If the people could vote directly for the Senatorial candidate, their attitude would be national and they would be solely concerned with the candidate's views upon national questions and with his ability to represent the State at Washington. Questions of national politics have nothing to do with the wise and prudent management of purely State affairs.

*Improving the State Government*

If the legislatures were relieved of the task of electing United States Senators, there would be much less reason for drawing national party lines in electing State legislatures. It seems at times a mere play of professional politics to classify members of a State legislature as Republicans and Democrats. The careful management of the affairs of one of our States, or one of our cities, has little more to do with the differences that divide national parties than the management of a university or of a savings bank. We shall doubtless continue for a good while to use the machinery of parties as a means of offering legislative candidates to the voters. But our legislatures, in their quality and in their work, have not been nearly independent enough. They have in the past been too largely and directly dominated by the professional leaders of the Republican and Democratic parties. The States have been badly served by party tools in the legislatures. The State Senators and Assemblymen ought to be citizens selected for their intelligence and character, and their fitness to represent in public matters the counties or legislative districts from which they are sent. A great help towards this better condition of things will be found in the total removal of the choice of United States Senators from the State lawmaking bodies.

*Secondary Election in Experience*

The framers of the Constitution did their work under difficulties, and it was performed with exceedingly great wisdom. But it was not perfect, and parts of it have been shown by experience to be susceptible of improvement. The statesmen of one hundred and twenty-five years ago had not seen much of the practical workings of democracy. A few of them thought that secondary election would afford some guaranty of superior wisdom; and so they invented the electoral college, supposing that the people would choose a select body of men who in turn would find the best man for the Presidency. These Constitution-makers of 1787 were an amazing group of statesmen and patriots, but they did not foresee the rise of parties and the relegation of their Presidential electors to the status of dummies. In like manner they thought that the legislatures would form admirable electoral colleges for the selection of United States Senators. But already in more than half the States the legislators in their performance of this function have now been relegated to the status of dummies, while in the remaining States the Constitutional



method of electing Senators is seldom satisfactory and frequently scandalous in its practical working.

*Should  
Terms be  
Limited?*

Too much attention has been given to the question how popular election would affect the personnel of the Senate itself, and too little attention to the question how it would affect the States and their legislatures. Within the States there will be decided benefit. The legislatures will be more free from party shackles and more devoted to the business of good State government. As for the Senate, studying carefully its personnel for the past fifty years, it would seem that direct election would have given us an average of ability and character at least fully equal to that which has been at the country's service. — United States Senators are elected for a term of six years. The amendment adopted by Congress, and now in process of acceptance by the States, does not change the length of their terms, nor forbid their reelection time after time. It merely makes them subject to the direct vote of the people of their respective States. It did not seem to occur to the wise gentlemen of the Senate, when they adopted this amendment, that they ought to make themselves ineligible for any further service in the Senate during their lifetimes, after having held one term. If such a thing had been proposed the Senators would, with one accord, have taken the very sound view that it could be left to the people to decide for themselves whether they wanted to give a Senator one or more additional periods in office.

*Only One  
Term for  
Presidents*

Yet these very Senators who do not think that the people ought to be restricted in their right to give a Senator additional terms voted last month in favor of a Constitutional amendment forbidding the people of the United States to elect any man to the office of President if he had at any time previous held that office. In order not to be misunderstood as regards the point of view of this magazine, let it be said at once that we regard the proposal as unstatesmanlike. The discussion has not been frank enough at Washington, or in the newspapers. The thing that Senator Works has desired to accomplish by means of his amendment is highly creditable to his high views of the Presidential office. For a man to use the Presidential office in his own interest, employing its power over the affairs of citizens in the endeavor to secure his own

renomination and reelection, ought to be regarded as ample grounds for impeachment. When the office is properly filled and its duties rightly conceived, it must absorb every moment of a man's working time, and every ounce of his strength and energy. The true history of the recent attempt to secure a second term, if written out in a book as it is told in private by every Republican leader in the country who had part in it, would end forever all of the evils that have impelled Senator Works, in the vexation of his righteous soul, to seek a Constitutional amendment.

*The  
Democratic  
Pledge*

It is true that the following plank was contained in the Democratic platform, adopted at Baltimore by the convention that nominated Woodrow Wilson: "We favor a single Presidential term, and to that end we urge the adoption of an amendment to the Constitution, making the President of the United States ineligible for reelection, and we pledge the candidate of this convention to this principle." In the ordinary use of language, the word reelection in this plank would mean election again in 1916. When we talk about the reelection of a Governor, we invariably have reference to consecutive terms. If the Democratic platform means anything, it means that, regardless of what other parties may do, the Democrats are pledged to the country not to nominate a President to succeed himself. Prior to 1912, we had elected only one Democratic President since James Buchanan—namely, Grover Cleveland. When Mr. Cleveland was first nominated for the Presidency, in 1884, he declared most explicitly for the one-term principle. He declared that if elected he would fill the office to the best of his ability for one term, but would not seek or accept a renomination.

*Cleveland's  
Experience*

Mr. Cleveland at that time was forty-seven years of age. His declaration had reference to a second consecutive term, and to the convention and election of 1888. He wished it understood that he would not use his appointing power with reference to a control of the Democratic convention, or allow such an ambition to determine his treatment of any question of legislation or public policy, nor yet to affect his coming and going, or his use of time and strength that belonged to the service of the country. In our opinion, Mr. Cleveland was quite right in that declaration. He ought to have stuck to it. But before the end of his term he was induced to change his

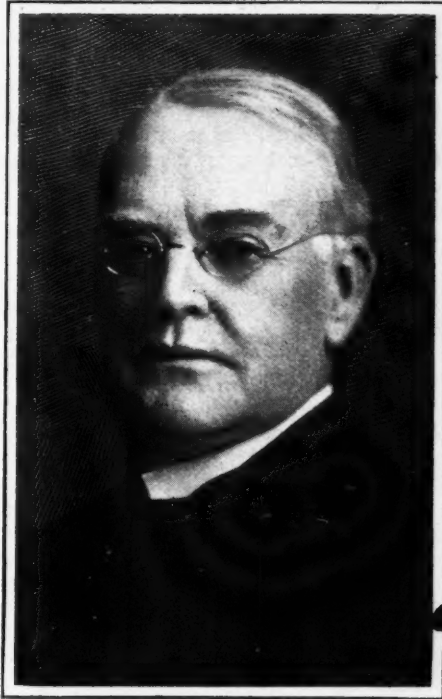
mind; and, like most incumbents of the great office, he was persuaded to believe himself indispensable to his party and to the country. He turned the patronage machine over to the managers of the party, regardless of the outcry of the civil-service reformers. Thus Mr. Cleveland secured his renomination in 1888,—but the people defeated him at the polls. He was nominated again, however, in 1892, as a private citizen owing nothing to the use of patronage or public power; and he was elected and gave the country a good administration. He had become, if we mistake not, quite firmly convinced that a President should serve for one term, but be eligible after an interval of years if his party wished to call him back. He was not a candidate, therefore, in 1896, but he was much talked of in 1900; and if he had been nominated he would not have been justly subject to the slur of being a third-term candidate. Every man who uses that phrase with reference to any American President, ought to know that it has no meaning or importance except as applied to consecutive terms.

Mr. Bryan  
on the  
Question

When Mr. Bryan was nominated, in 1896, he declared himself, with extreme emphasis, as favoring a single term, nor did he call upon the country to amend the Constitution in order to restrain him. He was perfectly sure that he could restrain himself. He proposed to be President, if elected, for four years, and then to retire to private life. Mr. Bryan at that time was only thirty-six years old. He had reason to think that he had still ahead of him forty years of activity as an American public man. It was thoroughly creditable to Mr. Bryan that he should have adopted the one-term principle as a part of his plan for rendering the highest possible service to the country in case of his election. But there was no occasion for his attempting to determine in advance his relationship to the country's affairs after one or more intervening terms. When he was nominated again in 1900, he declared again his determination to serve only one term if elected. But this declaration had no pertinence except as to a second consecutive term. There is common consent, among all parties, against giving any man a third consecutive term; and that subject is not now under discussion.

Mr. Wilson  
and the  
Platform

Mr. Bryan was again nominated in 1908, and he had a third opportunity, which he did not neglect, to declare his own purpose, and his belief that



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HON. JOHN D. WORKS, OF CALIFORNIA

(The author of the Senate resolution for a Constitutional amendment limiting the Presidential term to a single period of six years)

a second consecutive term should not be sought by any President. His views have now been put in a formal way into the platform of his party. Governor Wilson has had no occasion to discuss this question, so far as we are aware, but no one could regard him as opposed to his own party platform on a question of that kind. Of one thing we may be certain. Governor Wilson will not actively seek a renomination. He will not spend years or even months of his term in personally fighting, before the primaries, within the ranks of his own party, to secure a renomination. He will not force his own claims. He will at least defer to the wishes and preferences of a majority of his fellow-Democrats. Politicians and office-seekers have had a great and convincing object-lesson. The people henceforth must find their own candidates. The office must indeed seek the man. But especially is this true as regards a Presidential candidate who already holds the office and is intrusted with its vast responsibility. He, of all men chosen to rule over their fellow-men, is to be loyal to the spirit of *noblesse oblige*.

*Some  
Obvious  
Reflections*

If a man is not making a good President, six years is much too long a time to bear with him.

Four years is the utmost limit of endurance for a President who does not lay firm hold upon his job, or who shows qualities of indolence or self-seeking. No President, once installed in that great office, should ever talk about delegates or conventions, or intrigue with national committeemen. Any President who plays the game of politics from the White House demeans the office. It is not for him to say that he ought to have a second term. The country is quite intelligent enough to decide that matter for itself. Furthermore, the country will decide it, even though a President may wreck his own party in the obsessed pursuit of an ambition to be an eight-year incumbent. Mr. Harrison, who made an excellent President, was unfortunate enough to demand a renomination against the best judgment of many of the party's leaders. He was accordingly defeated at the polls. He would have been happier if he had absolutely refused to seek a second term, or to mention the subject of delegates to anybody. If a man's renomination does not come to him spontaneously—by pressure of public opinion even wider than the opinion of his whole party—it is a sure sign that he ought not to be renominated. Generally speaking, one term of four years in the White House is quite enough.

*Mr.  
Roosevelt's  
Case*

The case of Mr. Roosevelt is exceptional, and history will not fail to do it justice. He was selected for Vice-President against his own wishes in 1900, when otherwise he would have been re-elected Governor of New York, and would quite probably have been the Republican nominee for the Presidency in 1904. Mr. McKinley's death obliged Mr. Roosevelt to serve out the unexpired term; and the nomination in 1904 came to him without effort on his part in a convention that named no other candidate. No part of his time or strength as President was devoted to manipulation in the endeavor to secure a nomination that was already conferred upon him by public opinion and universal demand. When this nomination came, followed by overwhelming majorities in the election, Mr. Roosevelt declared that he would not be a candidate for another term. This was in reply to the campaign argument of the Democrats that he would run again in 1908. When that date approached, however, there was a most insistent demand from all the party leaders, and

from the rank and file, that he should take the nomination. Not only did he refuse, but he fairly fought it off. Even at the last moment in the convention that nominated Taft, the lifting of an eyelid would have stampeded the entire body for Roosevelt. Instead of his being a seeker for the office, he has given the most conspicuous example in our entire history of a man who has refused the office. For he could have been elected in 1908 by the electoral votes of every State in the Union except a very few in the South. He returned to private life and did not seek to reënter the field of practical politics. His candidacy in 1912 was not of his own seeking. The Republicans of the country, in primary elections, by a great majority, gave him their preference and made him their legitimate candidate. The National Republican Convention pursued a course that was in defiance of party opinion. As a result, it secured only eight electoral votes for the party when the people had their chance at the polls in November.

*Dangers  
Already  
Passed*

Mr. Roosevelt has now been a private citizen for four years. Another interval of years must elapse before the people can again express their choice at the polls. There is no evil to be guarded against, except the misuse of official power. The people have shown that they are alive to such misuse. Woodrow Wilson will not abuse power to secure delegates for a nominating convention. In the first place, it would not accord with his principles and character, or with his sense of the delicacy and dignity of his office. In the second place, a Democratic President has much less chance than a Republican to circumvent his own party and force a nomination. A Republican President, if susceptible to temptation at all, is quite irresistibly tempted by the opportunity to control a great block of delegates, most of them negroes, from Southern States where the Republican party has no existence in any true sense. The President in office, with a political Postmaster-General at his elbow, can, through use of postmasterships and other federal offices in the Southern States, buy control of the alleged party conventions and thus secure delegates instructed for himself. Furthermore, he can control the blocks of delegates brought in from Porto Rico, the Philippines, Alaska, and Hawaii. The manner in which the recent Republican convention was controlled needs no recounting, because it is fresh in everybody's memory. The very men who used this system in the Repub-

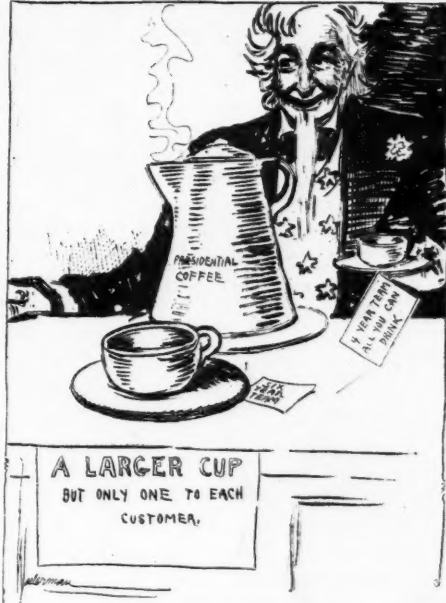
lican convention of 1912 were the ones who, as anti-Taft men in the convention of 1908, tried to reform it. Until it is reformed the Republicans can never again come into power.

Democrats  
Less  
Trammelled

But the Democrats have a real party organization in every State of the Union; and their national convention is free from the scandal of "rotten borough" representation. The Democrats do not admit to their convention any delegates from the Philippines; and a Democratic President would only make himself laughed at if he tried to instruct the small delegations from Porto Rico and Hawaii in his own favor. Furthermore, Democratic conventions still adhere to the two-thirds rule; and no President who tried by patronage or otherwise to force his renomination upon a reluctant party would be very likely to overcome the opposition of a determined minority of one-third. To sum the practical situation up, therefore, the proposed amendment of Senator Works, which has passed the Senate and gone to the House of Representatives, would seem to have no very practical bearing in view of all that has happened. It proposes to restrict the right of the people at the very moment when the people have shown most conclusively that they can make good use of the right which has always been theirs. There are no men living to whom this amendment can apply, except Messrs. Roosevelt, Taft, and Wilson. We are asked to declare that neither one of these three men shall ever again be elected to the Presidency. The country has had large experience of Messrs. Roosevelt and Taft, and it knows them well. Mr. Wilson is about to assume the duties of the Presidency, having been elected to the office on a platform that pledges him to a single term. The spirit of this platform would prevent him from seeking a second consecutive term, and its spirit would also probably impel his party, in 1916, to nominate Mr. Bryan or some other man without prejudice to Mr. Wilson's availability for 1920 or 1924.

Reasons for  
the  
Amendment

Senator Works, and the others who voted for his amendment, are right in their feeling that the active seeking by a President of a second term is one of the most appalling evils that can befall the political and governmental life of the country. The Presidency is by far the most powerful position in the world. And it is much more powerful now than it has ever been before. A selfish man in possession of such power does not wish to lay it down.



WHICH?

From the Ohio State Journal (Columbus)

And he may easily become blinded as to the means by which to prolong his authority from four years to eight. Is a pension bill pending? Representatives of the Grand Army may convey to the President the unqualified information that if he does not sign it he will lose delegates to the nominating convention. Is there a bill to revise the wool schedule of the tariff? The Wool-growers' Association, in a pointed way, may inform the President that he must veto it or lose delegates. Is there a chance to get free wood-pulp and print-paper from Canada under cloak of a reciprocity treaty? Powerful newspaper interests hold out alluring prospects of editorial and news support. In short, it is extremely hard to be at the same time a disinterested President and a determined candidate for a second term. Senator Works feels that his constitutional amendment is the quick, short-cut way to end the sort of thing that every public man in Washington knows to have been so detrimental to the public welfare at several periods in our recent history.

What Is  
The  
Real Remedy?

But the real remedy does not lie in constitutional devices. The evils to be eradicated are only part of that low tone in our public life that has exhibited itself in many other ways. Let candidates take Mr. Bryan's one-term view,



and live up to it. Let parties adopt the principle, and refuse consecutive renominations. Let every man holding executive office, in trust for the welfare of the whole people, cease to play politics for his own private benefit. Let the newspapers proclaim the doctrine that American executives, whether Presidents, Governors, or mayors, while holding office for a designated term, have no moral right to be using the influence and power of their office, directly or indirectly, to secure for themselves still another term. If this seem to any man a hard doctrine, he needs either a higher moral perception or a clearer intelligence.

*Higher  
Motives in  
Public Life*

What we want in public life is the spirit of service, and not that of self-seeking. No man big enough for the Presidency could possibly think himself fit for it. But no strong man should shrink abashed from the opportunity or duty to serve in public place. Lincoln was humble and bowed down, but not afraid to exercise power. Neither Grant nor Lee was eager to be set above other men, whether as commanding armies or as exercising civil power. But Fremont and McClellan were perfectly sure that they, of all men in America, were best fitted either to command the nation's armies or to serve as President. And they were both constantly aware of the inferiority of Mr. Lincoln, when compared with themselves. The people of this country will, in the future, be even more competent than in the past to decide upon the man they wish to elect as President. It is not likely that they will think it best to reelect the same man very often. But they will perhaps decide, just now, that there is nothing in the situation that requires them to put themselves under constitutional restraint. They are about to assume full freedom of direct action in the election of Senators; and they will probably retain their present freedom in the election of Presidents.

*One-Term  
Action  
in the House*

The people are, indeed, much more likely to abolish the electoral college, and choose Presidents by direct popular vote, than to increase existing complexities and restrictions. The debate in the Senate disclosed a large sentiment in favor of getting rid of the electoral college, although the Senate declined to connect that distinct proposition with the one-term amendment of Senator Works. Meanwhile, in the other house, the Judiciary Committee had already favorably reported a one-

term resolution—for which Mr. Clayton, of Alabama, as chairman, is particularly responsible—with a different wording but a similar purpose. Whether or not the House would bring the question to a vote during the present session, was in doubt. It is by no means as likely that the legislatures will ratify this proposition as the one providing for popular election of Senators.

*The  
Sixteenth  
Amendment*

It is to be noted that the Constitution of the United States as printed in our school histories and various books of reference is no longer complete,—although it has remained unchanged until now for forty-three years. The Sixteenth Amendment comes into force through its acceptance by the requisite number of States, namely, thirty-six. Thirty-five legislatures had ratified it, and Governor Wilson was anxious to have New Jersey make the thirty-six. But when it was known everywhere that New Jersey was about to adopt the income-tax amendment, and thus make it a part of the Constitution, several other States entered the race. West Virginia as the thirty-fifth had ratified the amendment on Saturday, February 1, and only one more State was necessary. The legislature of Delaware, by unanimous action in both houses, adopted the amendment at 11 o'clock on Monday morning, the 3rd. Later it was discovered that Wyoming, under suspended rules, had acted at 10 o'clock. New Mexico also ratified the amendment on the same day, but not until the afternoon.

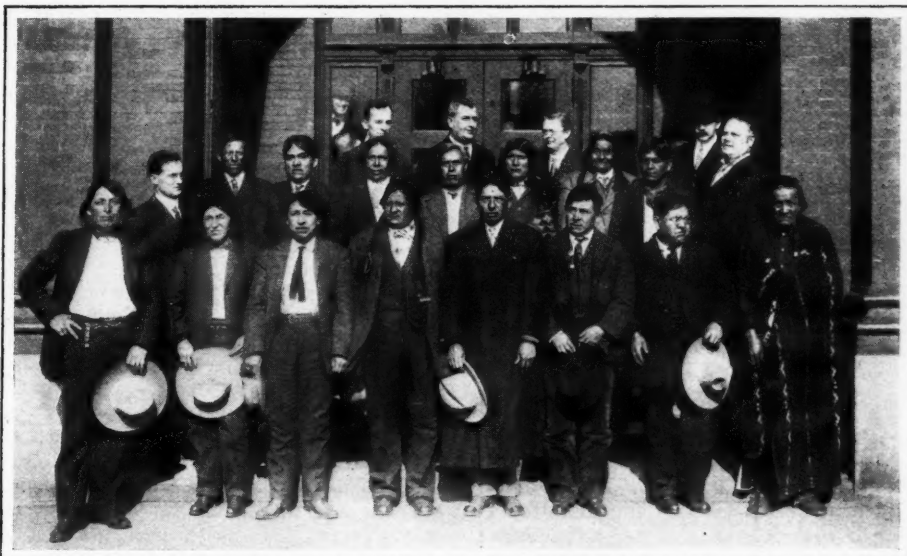
*An Income  
Tax Now  
Assured*

This new article of the Constitution reads as follows:

ARTICLE XVI.—The Congress shall have power to lay and collect taxes on incomes, from whatever source derived, without apportionment among the several States and without regard to any census or enumeration.

It is stated without contradiction that the Democrats will at once avail themselves of the power to impose an income tax, and that this source of supply will be expected to make up for any loss of revenue due to enlargement of the customs free-list and reduction of tariff duties. The present tax on the income of corporations is susceptible of extension to the incomes of individuals; and it is expected that the new tax will affect those whose yearly incomes are in excess of a line of exemption that has yet to be agreed upon. The Ways and Means Committee of the House has been holding hearings on different tariff schedules, and it is confidently





Photograph by G. V. Buck, Washington, D. C.

PUEBLO INDIANS ASKING THE FEDERAL GOVERNMENT TO EXCLUDE "FIRE WATER" FROM THEIR LANDS IN THE STATE OF NEW MEXICO

expected that the new Congress will recognize, and in the main accept, the work that Mr. Underwood and his associates have been doing in the present House. The tariff session, it has been understood, will be called by President Wilson for about the middle of March. The country is not in the least agitated by the prospect of having a President who will sign the sort of tariff-revision bills that dominant public opinion in all parties has unquestionably favored since the first Underwood bills were vetoed by Mr. Taft in 1911.

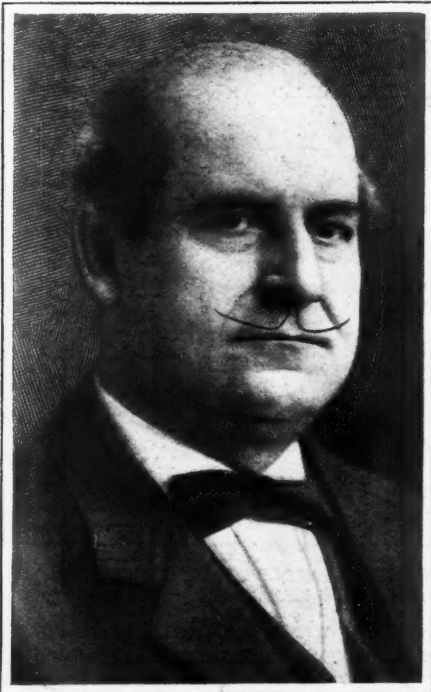
One of the most important bills passed by Congress during its present session embodied a series of amendments of our immigration laws providing that all aliens seeking admission to the United States shall be subjected to a test of their ability to read their own language. The bill also increases the immigrant head tax to five dollars and makes more rigorous the restrictions against the admission of insane aliens, while, on the other hand, additional requirements are imposed upon the steamship companies. It had been proposed to require "certificates of character" as a condition to the admittance of aliens into this country, but this requirement was dropped from the measure in conference committee on the sufficient ground that such a clause in the law would bar from admission many desirable citizens, and would place in the hands of those European coun-

tries from which most of our immigrants come the power of stopping the movement to our shores. Another bill that was vigorously debated in the House last month and was finally passed by both houses and sent to the President, was a measure known as the Webb bill, prohibiting the shipment in interstate commerce of intoxicating liquors intended for sale in so-called "dry" States. This bill is admittedly an experiment in federal legislation and met with relentless opposition from those members of Congress who are still jealous of any encroachment on State sovereignty.

Protect  
the  
Birds

The Senate bill to protect migratory game and insectivorous birds also involves the principle of federal as against State regulation. Early in the present session of Congress, Mr. MacLean, of Connecticut, addressed the Senate in support of this measure, arguing with great force that the States are incompetent to accomplish the preservation of migratory bird life, and that it is incumbent on the national government, under the "general welfare" clause of the Constitution, to meet this insistent and reasonable demand. The damage caused every year to American agriculture and horticulture by insect pests is truly appalling, and naturalists are agreed that a very large proportion of this damage might be wholly averted if our native birds could be saved from wanton slaughter such

Immigration:  
Liquor in  
"Dry" States



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A NEW PORTRAIT OF THE HON. W. J. BRYAN

as annually overtakes them. In this connection we once more refer our readers to the article by Mr. Gladden in the December REVIEW OF REVIEWS, and we would direct especial attention to the new book, "Our Vanishing Wild Life," by W. T. Hornaday, of the New York Zoölogical Park (noticed on page 378 of this REVIEW). Meanwhile, every reader who is interested in the preservation of migratory birds should at once write to his Congressman and Senator in support of this legislation. While it seemed likely, last month, that the bill would pass the Senate, there was some probability that it would meet with delay in the House. The appropriation bills of the current session have carried unexpectedly large totals. Nine of them showed last month an increase of over \$27,000,000. The Senate persistently deferred confirmation of President Taft's appointments.

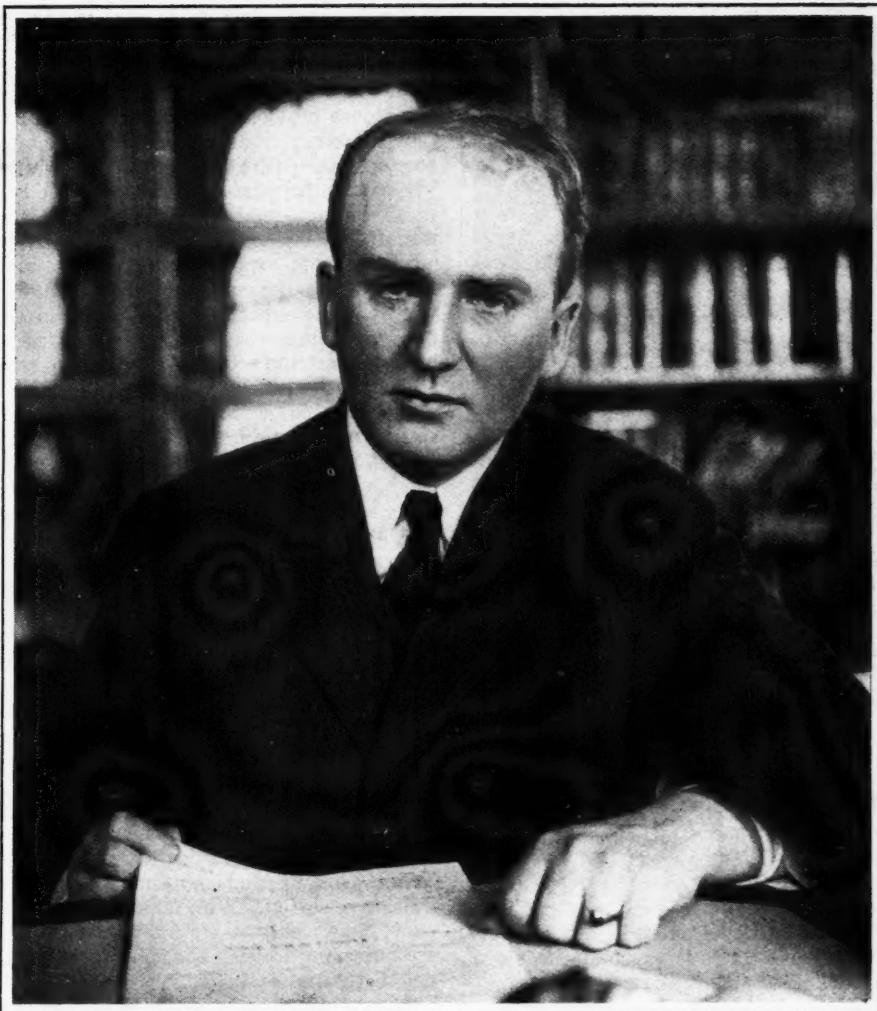
Elections  
to the  
Senate

When the new Congress meets in special session, following the call of President Wilson, it will be the first time that the Democrats have controlled both houses since March, 1895. Incidentally, it will be only the second time

since the end of the Buchanan administration, in 1861, that the executive and legislative branches of the Government have been in full control of the Democratic party. The House of Representatives, the members of which were chosen last November, will be Democratic by a majority of 133 over Republicans and Progressives. The majority in the Senate will be very slight. Up to the middle of February, the legislatures of Illinois, New Hampshire, and West Virginia had not been able to agree upon Senators to fill the vacancies from their States; but in more than a score of other States the elections had been accomplished without serious delay. In most cases the legislatures were under moral and quasi-legal obligation to elect the successful candidates in popular primaries held last year. An even dozen of the incumbents have been reelected. Among the new Senators there are a notably large number who have been in public office before. Nine of them have served in the House of Representatives, and six have been Governors of their respective States. As usual, the legal profession furnishes almost all the new members,—coming from the professorial chair and the bench, as well as from the bar. The reader will find the main facts regarding the elections by the legislatures set forth in our department of "Record of Current Events" in this number and the preceding one.

Mr. Bryan  
"Slated" for  
the Cabinet

As these pages are written, the newspapers are still printing unverified conjectures regarding the makeup of President Wilson's cabinet. Official announcements will probably have been made, however, before this magazine reaches its readers. Since the opinion that Mr. William J. Bryan is to be Secretary of State was last month accepted in all Democratic quarters without dispute or doubt, it may be assumed that the report had good foundation. Mr. Bryan has in recent years traveled extensively in all parts of the world, and his international ideals are lofty and benevolent. It is known that he believes in the most neighborly relationships with South American countries, that he desires our withdrawal from the Philippines at the earliest practicable time, and that his general sympathy is in the direction of measures for the promotion of international peace and harmony. Mr. Wilson had allowed it to be known that his cabinet would be made up of men consistently devoted to progressive ideas. If its members had been selected he had kept his secret well, at least up to the middle of February.



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THE HON. JOSEPH P. TUMULTY, OF NEW JERSEY, WHO WILL BE SECRETARY TO THE PRESIDENT  
IN THE WILSON ADMINISTRATION

*Tumulty as  
President's  
Secretary*

The President-elect had, however, announced his selection of one very important official. The Hon. Joseph P. Tumulty, of New Jersey, is to hold the office of Secretary to the President. This position, which is an enlargement of the old-time post of "private secretary," is quite as important as that of a member of the cabinet. Mr. Tumulty is a man of about thirty-three, a practicing lawyer who has been a member of the New Jersey Legislature, and he has been of inestimable value to Governor Wilson as his executive secretary. Washington is not Trenton; but Tumulty knows men and politics, and he will doubtless

find his horizons expanding as did William Loeb, Jr., of Albany, when his Governor became President. The naming of Mr. Tumulty seems to have diverted the office-seeking contingent, much to the relief of Governor Wilson's daily mail.

*The Woman's  
"War"  
in England*

The woman suffragists in England have again been on the rampage. They had fixed their hopes on the Franchise bill, which as amended by Sir Edward Grey, would have helped their cause. Before the bill could come to a vote, however, the Speaker of the House—on January 27—rendered



Photograph by G. V. Buck

COSTUMES TO BE WORN IN THE GREAT SUFFRAGE PARADE AT WASHINGTON ON MARCH 3

a decision to the effect that the elimination of the word "male" from the bill changed its character to such an extent as to make it a different measure from that originally introduced. Whereupon the bill was withdrawn. It was then too late to frame a new bill and carry it through the various Parliamentary stages at this session, and as the women had been led to believe that the Franchise bill would come to a vote, they felt that they had been tricked. "War to the knife" was promptly declared and hostilities immediately began. Meetings of protest were held, incendiary speeches made, and militant expeditions sallied forth bent on destruction. Plate glass windows in shops, clubs, and government offices were smashed, acids and other fluids poured into mail boxes, telephone and telegraph wires cut, golf courses damaged, and dignified Cabinet officers set a-sneezing with red pepper.

*A State  
of  
Siege*

Parliament House, Buckingham Palace, the museums and art galleries and other public buildings were heavily guarded. Shops in the prominent business centers were boarded up to protect

their windows. A veritable state of siege existed. Mrs. "General" Drummond and Mrs. Pankhurst, at the head of a score of other suffragettes, attempted to force their way into the House of Commons to see Chancellor Lloyd-George; an altercation ensued at the door, and the entire deputation was arrested. The women threatened to use all methods of warfare except murder. It was feared they would do some serious damage in their determination to express contempt for "man-made law." Perhaps these warlike tactics will have the effect of compelling John Bull to surrender for peace' sake; but it is firmly believed that the ardor of some suffrage supporters both inside the House as well as outside has been somewhat cooled by these actions of the "militants."

Here in the United States the "Votes-for-Women" propaganda is proceeding somewhat more peaceably and, incidentally, making steady progress. Since adding three States to the suffrage ranks in the elections of last November, making nine States in all, a number of legislatures have acted favorably on the woman suffrage amendment. Among these are New York (where the amendment must be passed again by another legislature), and Texas, Montana, South Dakota, and Nevada, in which States it will be submitted to the voters at general elections this year or next. The women are hopeful for success also in Minnesota, Pennsylvania, Missouri, Maine, Tennessee, and Michigan during the present legislative season. With no show of belligerency, American workers for woman suffrage are managing to keep the subject effectively before the public. Meetings are constantly held, and the cause is getting a hearing more and more before organizations hitherto not interested. One of the new expedients of the American suffragists is the so-called "hike." A jolly cross-country jaunt in the



WOMAN SUFFRAGE CAMPAIGN METHODS IN ENGLAND AND THE UNITED STATES  
From the *Saturday Globe* (Utica)



bracing air of winter, the little "army," duly accompanied by an automobile commissariat and a plentiful supply of "war correspondents," effects not only a large amount of publicity, but is a most innocent and exhilarating diversion.

*The  
Great Suffrage  
Parade*

A small body of determined women marched all the way from New York to Albany to present their petition to Governor Sulzer on the day of his inauguration. Last month another pilgrimage was begun, this time from New York to Washington, the marchers planning to arrive in time to participate in the great suffrage parade arranged for March 3, the day before President Wilson's inauguration. This parade promises to eclipse the Presidential show in magnificence. Prominent and comely suffragists from all over the country, and foreign delegations also, will be in line. There will be marchers in uniform, horseback riders, banners, gorgeous floats, and all the elaborate splendor of a well-planned pageant. First there will be a symbolic tableau, in which Mme. Lillian Nordica will be the central figure, after which Miss Inez Milholland, in appropriate costume, will herald the beginning of the great procession. This will be much the most ambitious demonstration ever undertaken by American suffragists, and, occurring as it does at the national capital at the time of a President's inauguration, will serve to focus the eyes of the nation on the subject of woman suffrage.

*The  
Coming  
Inauguration*

There is no likelihood, however, that the inauguration itself will lack in any of the essential features that give dignity and impressiveness to occasions of this kind. On the part of the



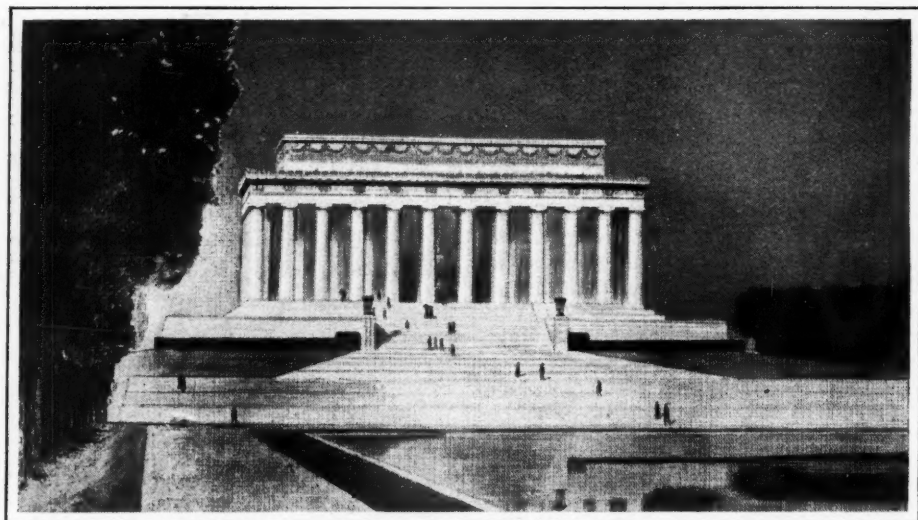
THE NEW MISTRESS OF THE WHITE HOUSE:  
MRS. WOODROW WILSON



INAUGURATION DAY IN WASHINGTON  
(As the ladies are planning it)  
From the *Inter-Ocean* (Chicago)

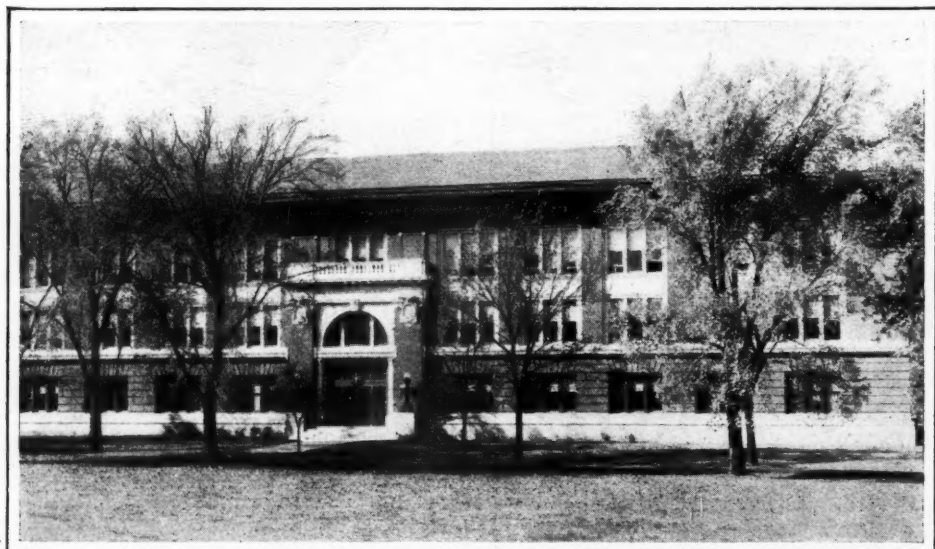
people at large there is the usual curiosity about the new President and his household, while great throngs of faithful Democrats will make the pilgrimage to Washington for the first time since 1893. And not all of these pilgrims are office-seekers, although the newspapers may have conveyed that impression. At many successive inaugurations a ball had been held in the Pension Building, with an enormous outlay of money and a direct loss to the government of many thousands of dollars through the interruption of clerical work in that building. This extravagant and senseless custom will this year be honored in the breach rather than in the observance. There will be no "inaugural ball." In other respects, the proceedings on March 4 will follow quite closely the programs of former inaugurations.





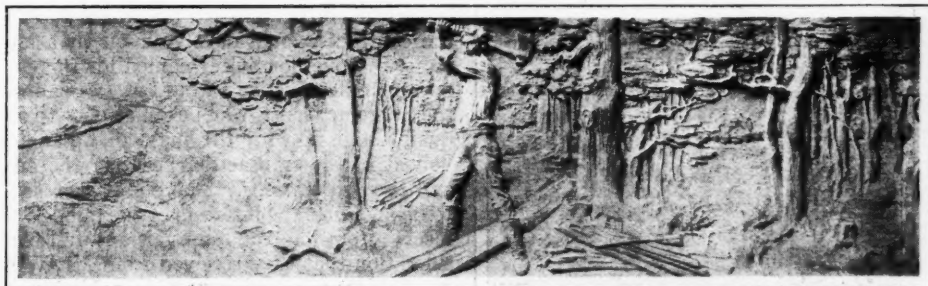
THE LINCOLN MEMORIAL, TO BE ERECTED IN POTOMAC PARK, WASHINGTON, D. C.

*Memorials to Lincoln* The decline of sectional feeling among our public men was well illustrated last month when Congress authorized an appropriation of \$2,000,000 for the construction, in Potomac Park, south of the White House, of a temple of Greek design in memory of Abraham Lincoln. The plans for this memorial building have been completed and work will be begun on the structure in a short time. Thus the national capital is soon to have a fitting memorial of our first martyr President. Not less significant was the dedication, on Lincoln Day, February 12, of the beautiful memorial hall for the study of the humanities at the University of Illinois. The signing by Lincoln of the Morrill Land Grant act of 1862 made possible the building of this institution and of many others having similar purpose. In appropriating a quarter of a million dollars



LINCOLN HALL, UNIVERSITY OF ILLINOIS, "DEDICATED TO THE STUDY OF THE HUMANITIES" ON FEBRUARY 12, 1913

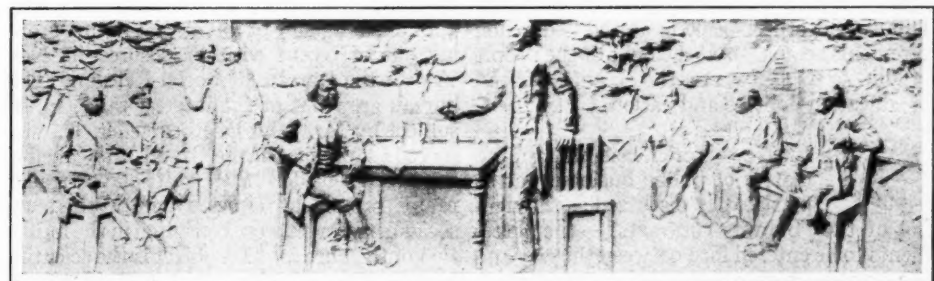
(The tablets reproduced on the opposite page are placed along the front of this building just above the second-story windows)



LINCOLN SPLITTING RAILS ON THE BANKS OF THE SANGAMON



THE DOWN-RIVER TRIP AND THE SLAVE AUCTION

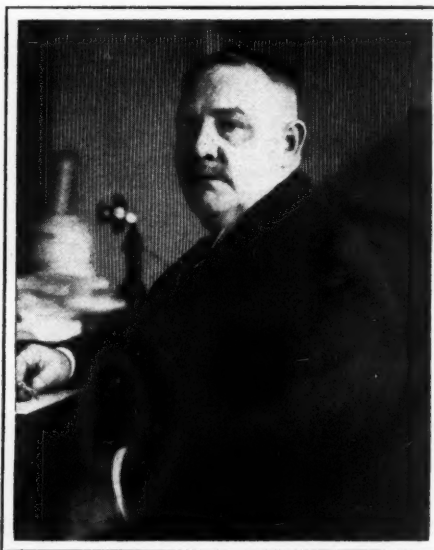


THE LINCOLN-DOUGLAS DEBATE



LINCOLN, EMANCIPATOR OF THE SLAVE

FOUR OF A SERIES OF TEN TERRA COTTA PANELS ADORNING THE OUTSIDE OF LINCOLN HALL, UNIVERSITY OF ILLINOIS, REPRESENTING SCENES FROM THE LIFE OF LINCOLN



JUSTICE EDWARD E. MCCALL

(Appointed by Governor Sulzer as chairman of the New York Public Service Commission, First District)

for the erection of this noble edifice the Illinois legislature fitly recognized the public service of the State's greatest son. Governor Dunne and other speakers at the dedication ceremonies emphasized the debt of the people of Illinois to Lincoln as the steadfast friend of education in State and nation.

*Rapid Transit  
for  
New York*

In New York, last month, no matter of public business was so persistently discussed as the signing of the "Subway contracts,"—the agreements to be entered into between the city and the traction companies for the operation of the new rapid-transit lines, a portion of which are already under construction. In the course of the two years that the Public Service Commission and the Board of Estimate and Apportionment have given to the study and mastery of these technical and intricate contracts some differences among individual members have naturally developed. A minority has become convinced that the city's best interests are not conserved by the contracts. The majority, on the other hand, hold that while the city does not get everything that would be desirable the contracts after all afford the best bargain obtainable. Chairman Willcox, of the Public Service Commission, whose term expired last month, was of that opinion. There was the keenest interest, therefore, in Governor Sulzer's appointment of Mr. Willcox's successor, espe-

cially when it became clear that the signing of the contracts would devolve upon that successor. Governor Sulzer named for this important office Justice Edward E. McCall, of the Supreme Court, who began at once to acquaint himself with the mass of detail involved in the transaction between the city and the corporations. There is every reason to believe that the interests of the public will receive from him the same fair and full consideration that they received from Mr. Willcox. Most of the citizens of New York who are compelled to use the rapid-transit lines in their daily business know very little about the points in dispute and are sure of only one thing,—that the city needs the new subways to accommodate existing traffic, to say nothing of the future. Most people, too, are doubtful whether the city could make a success of municipal operation.

*The Bureau  
of Social  
Reform*

Investigation of police conditions in New York continues under the able prosecution of District Attorney Whitman. A number of important confessions have been made, including that of a police captain, and several indictments have resulted. The trail has been gradually but surely leading "higher up." The first permanent agency of a remedial nature growing out of recent vice disclosures in New York is the Bureau of Social Reform. This bureau grew out of the interest taken in the subject by Mr. John D. Rockefeller, Jr., who served as foreman of the Grand Jury called in 1910 to consider the white-slave traffic. Many prominent citizens and workers for social betterment were consulted in the formation of the bureau. Its object is the scientific investigation of the social evil in all its phases, and the publication of the results of its work as an aid in the mitigation of the evil. The State reformatory for women at Bedford will serve the purposes of a laboratory, where individual cases will be studied not only for their own treatment, but for the light such study will throw on the general problem. Conditions in New York and other American cities have already been investigated, and methods of dealing with the evil in foreign cities carefully observed. Reports of these investigations are now in preparation and will be published during the present year. Contrary to many temporary and spasmodic efforts at reform in this direction, this bureau represents a quiet, non-partisan, and permanent investigation by experts, backed by the further advantage and prestige of distinguished support.

*Reply to the  
British Canal  
Protest*

The reply of the United States to the British note of protest against the Panama Canal act (submitted by Ambassador Bryce on December 9) was made public by Secretary Knox on January 23, simultaneously with the transmission of the note to the British Parliament by Sir Edward Grey, the British Minister of Foreign Affairs. The substance of the position taken by the British government on this note, it will be remembered, was that legislation favoring American ships is a violation of the rights of Great Britain as set forth in the Hay-Pauncefote Treaty of 1901. The note dissented from President Taft's argument, in his proclamation, sent to the Senate on November 13, that the United States has been excepted from the application of the phrase, "all nations," in the treaty. In these pages for January we analyzed the British note more fully. We have also, from time to time, set forth the general American point of view regarding the rights of the United States in this matter. The note of Secretary Knox, in reply to the British protest, declares, in opening, that the United States government disagrees with the British interpretation of the Clayton-Bulwer and Hay-Pauncefote treaties, but "reserves discussion of this important phase of the controversy" for another occasion.

*A Suggestion  
for  
Arbitration*

Replying to Sir Edward Grey's suggestion that the difficulty be submitted to arbitration, if the canal act be not repealed, Secretary Knox holds that such a proposition is premature. Great Britain, he says, complains only of something that may happen. Arbitration, the American secretary holds, should not be resorted to until the two governments have failed to settle the matter in dispute by diplomatic negotiation. In suggesting, further, that the difference of opinion might be referred for "investigation," Mr. Knox makes an interesting suggestion. He says:

It is recognized by this Government that the situation developed by the present discussion may require an examination by Great Britain into the facts. If it should be found as a result of such an examination on the part of Great Britain that a difference of opinion exists between the two Governments on any of the important questions of fact, then a situation will have arisen which in the opinion of this Government could with advantage be dealt with by referring the controversy to a commission of inquiry for examination and report in the manner provided for in the unratified arbitration treaty of August 3, 1911, between the United States and Great Britain. This proposal might be carried out, should occasion arise for adopting it, either under a special agreement or under the un-

ratified arbitration treaty above mentioned; if Great Britain is prepared to join in ratifying that treaty, which the United States is prepared to do.

In this connection it should not be forgotten that the only arbitration treaty now in force with Great Britain expires by limitation on June 4 next. It was evidently in Mr. Knox's mind to suggest that, in order to meet the present emergency, it would be well for the United States and Great Britain to exchange ratifications of the remnants of the general arbitration treaty which President Taft sent to the Senate a year ago, and which finally emerged from that body with many of its vital parts missing.

*Views of  
Senators Root  
and O'Gorman*

The insistently divergent views of many eminent American public men on the merits of the question were emphasized, last month, by noteworthy speeches delivered by Senator Root, of New York, and his Democratic colleague, Senator O'Gorman. Mr. Root adds the prestige of his reputation as one of the most eminent of our Secretaries of State, to the contention, made in a plea in the Senate, on January 21, that the plighted word of the United States has been given to accord to all nations equal treatment with itself in the use of the canal. "We have been the apostle of arbitration," said Mr. Root, "we have been urging it on other civilized nations. . . . Have we been insincere and false? . . . Have we been guilty of false pretense, of talking to the gallery? . . . This is what we must be if we insist that we alone shall determine the meaning of this treaty and refuse to submit it to arbitration." Senator O'Gorman, on the other hand, replying the next day to Mr. Root's speech, opposed both the repeal of the provision exempting American ships from toll and the submission of the question to arbitration. "For ninety-eight years," said Mr. O'Gorman, "Great Britain has discriminated against this country in favor of her own shipping. . . . The treaty has not been violated. . . . The dignity of this country must be maintained. . . . We have passed a wholesome law, and one that will confer great benefits upon our people." The Senator, finally, advised any "aggrieved party" to appeal for redress to the Supreme Court of the United States.

*A New  
Revolution  
in Mexico?*

No one familiar with present-day conditions in Mexico was surprised at what happened last month in Mexico City. An impractical, visionary idealist, devoted to abstract justice





Photograph by the American Press Association, New York

**GENERAL FELIX DIAZ, THE BOLD MEXICAN  
REVOLUTIONIST**

(Who, last month, made a sudden and dramatic attack upon the city of Mexico and forced President Madero to resign)

and consumed with the theory of civic righteousness, but woefully lacking in the strong arm of executive ability and the capacity for enforcing his policies, has been faced for more than a year, on the one hand, by the direct attacks on public order by bandits and discontented chieftains, and on the other, by the sullen restlessness of a people with neither the aptitude nor training for self-government. Ever since Francisco Madero took office as President of the Republic of Mexico, on November 6, 1911, there has been discontent and disorder in various parts of the country. Madero and his followers have already brought in many reforms in the direction of a larger participation of the people in their own government, in the enactment of legislation tending to better land conditions, to improve educational facilities, and to straighten out financial tangles. But the process has been too slow for the Mexican temper. It is quite evident to those who know the Mexican people that at the present stage of their develop-

ment they need a government of persons rather than one of principles, a government of strong men rather than one of law.

**Felix Diaz  
Attacks  
Madero**

General Felix Diaz, nephew of the great Porfirio, who was absolute ruler of Mexico for 20 years, instigated a rebellion against the Madero rule last year (in October), but was apprehended and cast into prison. But for the moral and civic scruples of Madero, Diaz would have been summarily executed. On the morning of February 9 he escaped from prison, put himself at the head of an army of 2000 men, attacked the National Palace, beating back the loyal troops and holding President Madero a prisoner. In the fighting, General Bernardo Reyes, once a presidential candidate and rival of the dictator Diaz, who was released at the same time from prison as Colonel Diaz, was killed. Diaz was soon in virtual command of the city, and addressed a peremptory demand to Madero for his resignation. The governors of the provinces and the commanders of the loyal troops throughout the country were summoned to the support of the President. Severe fighting followed in the streets of the capital. By February 14 fortune seemed to favor the Diaz forces and Madero handed his resignation to the Congress.

**Real Mexican  
Feeling Toward  
Americans**

Much concern was felt for the lives and property of Americans and other foreigners in Mexico. President Taft, while insisting upon preserving the policy of non-intervention hitherto observed by our government, was believed to be in favor of sending warships to the principal Mexican ports, should the necessity arise. Commenting upon the leaders of discontent throughout the country (in an interview reported in the *New York Sun* of February 10), President Madero said:

There are no revolutionists in Mexico. There are only scattered and discordant bodies of men under the leadership of disgruntled politicians who know that they have not the slightest chance to obtain power through the ballot, and who deserve death as traitors to their country. . . . They have no political program. Their strength lies in the fact that Mexico is a vast and undeveloped country and an ideal one in which to conduct guerilla warfare and brigandage.

Señor Madero, further, begged the American people not to forget that "the new generation of the Mexican nation has had no contact with republican institutions except in the two years since I was elected to the presidency." As to the existence of anti-



American sentiment in Mexico, President Madero admitted that it existed in some quarters, but, said he, "there is not the slightest justification for it." It has "been fostered by a certain class of editors and writers and by an irresponsible clique of politicians who hope to promote their journalistic or political fortunes by playing on racial and prejudicial passions." Speaking of Americans in Mexico, President Madero said:

Not the slightest criticism can justly be directed against them. They have obeyed our laws, respected our customs, have minded their own business and have studiously refrained from taking any steps which might be construed as interference in our political affairs. They have been just in their dealings with our men of property and have generally paid more than the prevailing rates of wages to Mexican laborers. There is no just basis for any anti-American sentiment and I am convinced that it is so slight it may be ignored.

*Canada and  
the Democratic  
Tariff*

Public discussion in Canada during recent weeks has been busy with two questions: What will the new Democratic administration at Washington do in the way of reducing the tariff, and how is Premier Borden to carry out his naval policy? There has also been considerable speculation as to the new Governor-General. It is generally believed that, on account of the ill health of the Duchess of Connaught, the Duke will not return to Canada after his visit to England this spring. The names of several Liberal peers who would be more than mere ornaments, have been mentioned in connection with the succession to the governor-generalship. Canadian journals of both political parties are jubilantly pointing to the fact that, according to the Democratic program, Canada is about to receive from the United States tariff benefits, "for nothing," which she was expected, in the Taft reciprocity agreement, to pay for with generous concessions. The accompanying cartoon from the *Montreal Star*, humorously sets forth this point of view.

*Premier  
Borden's Naval  
Troubles*

The farmers of the great Western provinces of Canada are against the Borden naval plan for much the same reasons that impel them to favor freer trade relations with the United States. They believe that "contribution navy building," as they call it, is as short-sighted a policy as, "renunciation of vast trade with the United States for the sake of paying additional tribute to the greedy manufacturers of the East." The words quoted are from an address delivered at the recent annual convention of the Manitoba Grain Growers'

Association, held at Brandon. Similar utterances were made by the United Farmers of Alberta, in annual session at Calgary, and the Dominion Grange in its regular meeting at Toronto. All these agricultural associations, as well as the representatives of organized labor throughout the Dominion have joined in demanding a popular referendum on the subject of the navy before a settled policy is adopted.

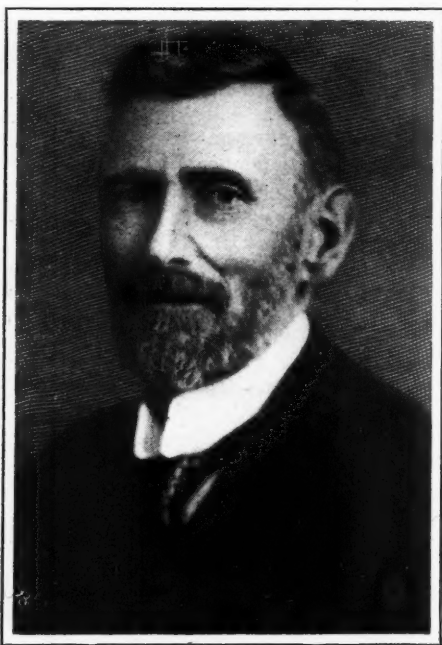
*Nationalism  
and  
Independence*

As we noted several months ago, Mr. Borden's Minister of the Interior, Mr. F. D. Monk, resigned from the cabinet because of the failure of the government to submit this navy question to a popular vote. It is believed in many quarters that a dissolution of Parliament is near with a general election on the question of the naval policy. The Borden ministry, soon after the Premier's declaration of policy, brought in a bill providing for the construction of the much discussed three Dreadnaughts as a contribution to the British navy. Opposition in Parliament, however, is so strong that an appeal to the country is coming to be regarded as necessary before the measure can be enacted into law. Now, we have Henri Bourassa, the brilliant leader of the French Nationalists in Quebec,



TAKING THE TOP LAYER OFF  
CANADA (Watching the Democratic preparations at Washington to reduce the tariff and remembering the reciprocity campaign in 1911): "Wasn't it for this that I was asked to pay so heavily not long ago?"

From the *Star* (Montreal)



Photograph by Harris & Ewing, Washington, D. C.

SIR HORACE PLUNKETT, IRISH M.P.

(The Irish peer visiting America who is interested in farmers' finances. Sir Horace Plunkett, member of the British Parliament from Ireland, recently visited Washington on his tour of America and attended a banquet given by the Southern Commercial Congress. He is particularly interested in the development of the new agricultural-credit system which is receiving the attention of this country's legislators and scientists. Sir Horace started a similar movement in Ireland in 1889, with the result that in that country farming is as well organized an industry as any other business)

coming out openly for Canadian independence. Mr. Bourassa, who has always opposed any policy that would "make Canada a part of Britain's European system," said in a recent interview:

We do not desire to secede from Great Britain, but we would much rather undergo the natural development of independence under the Nationalist idea than to have constant friction, disagreements and distrusts under Imperialism. Independence is the moral outcome of any colony.

*Regenerating  
English  
Rural Life*

The foremost task of liberalism in England in the near future, so Chancellor Lloyd-George told the National Liberal Club at London on January 31, is the regeneration of English rural life, "the emancipation of the land in this country from the paralyzing grip of a rusty, effete and unprofitable system." Some months ago the Chancellor, following out his hobby of land reform, secured the appointment of a special unofficial commission known as the

Acland Committee, to investigate the relations between landlords and tenants in England, Scotland and Wales. It is expected that this commission will make its report during the next few weeks. Speaking of the results of the investigation with regard to farm laborers, Mr. Lloyd-George, in the address referred to above, said:

When these reports are published they will prove that hundreds of thousands, if not millions, of men, women and children are living under conditions with regard to wages, housing, and labor which ought to make this great empire hang its head with shame. They will prove by unchallengeable facts that this rich country does not provide decent homes for the laborers engaged in an occupation which is vital to our very existence.

The truth is, the Chancellor continued, "the feudal system still survives in the English country side." The Liberal government, however, will soon grapple with this problem, which is the most radical in its program of social reform. The land reform scheme will undoubtedly include the establishment of a minimum wage for agricultural laborers, and the provision of a cottage and at least one plot of land for every laborer. This will place farming on a scientific basis. The Chancellor admitted that this land legislation would take a good deal of time to formulate.

*British  
Doctors Lose  
Their "Strike"*

Now that the Irish Home Rule bill is out of the way, the plural voting and education bills will be pressed forward. The National Insurance Act permanently passed the first stage of its existence on January 13. On that date, those persons (between 12 and 13 millions of them) who have been paying contributions for six months became entitled to benefits. Many details still remain to be worked out and upon many points improvements will undoubtedly be called for. National Insurance, however, in England is a reform which is designed to improve, not some mere detail of statecraft, but the very flesh, blood and fiber of the nation itself. Only a few days after the benefits began under the Insurance Act, the members of the British Medical Association (on January 18) decided by a large majority vote to release the British physicians from the pledge they had given some months before not to serve under the new law. The doctors had been conducting a vigorous campaign against the insurance scheme because the amount to be paid to them for their service to the insured persons (medical attendance to the working-class during sickness being one of the clauses of the act) was, they declared, too small.

This "strike" of the doctors against the Government rates of payment lasted more than two months. On February 5, the Commons passed, by the regular government majority of 107 votes, the bill disestablishing the Welsh Church. This measure, it is expected, will be immediately rejected by the House of Lords. Another important measure, the Trades Union bill, authorizing unions to devote their funds to political purposes, passed its third and final reading in the Commons on January 30.

*The Commons  
Pass the  
Home Rule Bill*

Within a few days of the rejection of the Irish Home Rule Bill by the House of Lords, the Nationalists scored a noteworthy victory by the election of their candidate in the Ulster constituency of Londonderry. On January 15, as we noted in these pages last month, the House of Commons passed the Home Rule bill to its third reading and final stage, by a majority of 110. The debate had lasted for nearly two months. It will be remembered that the measure provides for an Irish Parliament to consist of a Senate and a House of Commons with power to make laws for "peace, order and good government in Ireland." This parliament would have general power to fix taxes except such as are levied by the imperial authorities. It would have no control over army, navy, old age pensions, National Insurance, postoffice, customs, nor the Irish Land Purchase Law and the constabulary. Neither could it legislate in any way whatsoever, directly or indirectly, against religious equality.

*The Debate  
and the  
Majority*

The final passage of the bill through the House of Commons was marked by scenes of much enthusiasm from the government supporters and much disorder on the part of the opposition. The Unionist leaders, Mr. Bonar Law and Mr. Augustine Birrell, Chief Secretary for Ireland, the latter speaking on behalf of the government, closed the long debate. Mr. Law followed Mr. Balfour in predicting "bloody opposition" from Ulster. Mr. Birrell, after referring to the Nationalist movement as having been "the soul of Ireland for years," characterized the present methods of Irish government as "impossible and ridiculous." Mr. Balfour's motion to withdraw the bill was defeated by a vote of 368 to 258. Immediately after its passage by the Commons, the bill was sent to the Upper House. The Lords debated the measure for four days and then rejected it by a majority of 260. It then

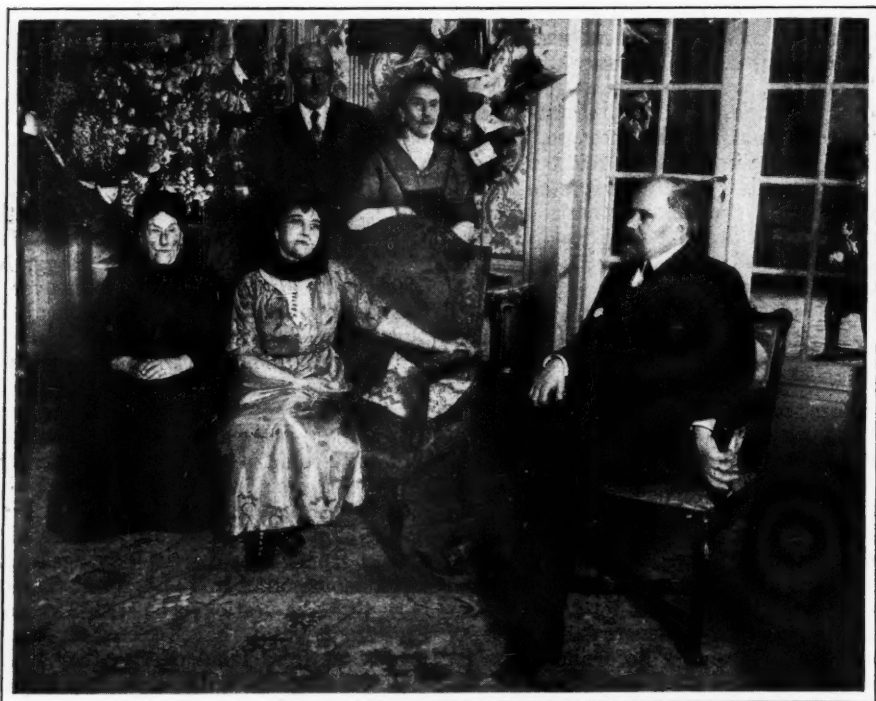
came back to the Commons. In order to become a law, in spite of its rejection by the Lords, the bill must now be passed twice by the Commons in two successive sessions and within two years. It will then make no difference what may be the action or attitude of the Upper House.

*How Ulster  
Is for  
Home Rule*

On January 30, the bye-election in Londonderry resulted in the choice of David C. Hogg, Nationalist, by a majority of 57 votes over his Unionist opponent. The seat was made vacant by the death of the Duke of Abercorn and the succession of his son to his father's place in the House of Lords. Londonderry has been Unionist since 1900. The election of Mr. Hogg is the answer to the contention that the Asquith Government is attempting to "force Home Rule down the throat of reluctant Ulster." We were told that Ulster would fight to the last drop of her blood against Home Rule, particularly against the Catholic majority in the Irish Parliament. Now that the Nationalists, with the aid of Protestant votes, have elected a staunch Protestant from Londonderry, they have a majority of one in the Ulster representation in the Parliament at Westminster, and a truly Hibernian situation is created.

*Poincaré  
a Strong  
President*

It is the tradition of French politics that, while the King of England reigns, he does not rule, and the president of the United States rules but does not reign, the French President neither rules nor reigns. Commenting on the election (on January 17) of Raymond Poincaré to be president of the French Republic, M. Calmette, editor of the Paris *Figaro*, gives it as his opinion that all this will hereafter be changed and that France now has a chief magistrate who is strong enough to make use of the great prerogatives with which he is entrusted for the benefit of the French people. In the balloting M. Poincaré received 483 votes out of a total of 848, while his nearest opponent, M. Jules Pams, formerly minister of agriculture, received 206. The new president is 52 years of age and has what Frenchmen value above all things, a strong, distinctive personality. He was a strong individual, premier and foreign minister, and has kept France in the forefront of the European stage. He was not only the choice of the National Assembly (the Senate and Chamber and Deputies acting together) but also of the whole people. It is being freely predicted in Paris by many observers, includ-



THE NEW FRENCH PRESIDENT "EN FAMILLE" IN PARIS

(This photograph, which originally appeared in the *Matin*, shows M. Poincaré seated in the foreground to the right. His mother and wife are seated on the sofa, while his father stands in the rear)

ing the socialist leader, Jaurés, that he will be the greatest French national leader since Gambetta. His premier, for the present at least, is the seasoned, progressive statesman, Aristide Briand.

*"Advising"*  
*Dutch*  
*Workmen*

A unique institution for the benefit of working men has been recently established in Amsterdam, with the support of many of the eminent citizens and under the direct patronage of the Dutch Queen. It is known as the Central Bureau for Social Advice. This organization, originally formed in 1898, has been extended in scope so that it now furnishes specific and inexpensive advice on all sorts of subjects to working men. Beginning with 150 subscribers, it now numbers more than 700, with a total income of \$4200 annually. Information is given not only to subscribers but to all who ask. If unable to pay the very small fee required, information is given gratis. All political parties and religious faiths are represented on the governing committee. All information supplied, in every case by experts, is given by letter. There is a library of more

than 13,000 volumes. Besides individuals, the society numbers among its beneficiaries, industrial enterprises, insurance companies, employers' organizations, labor bureaus, municipalities and even foreign governments. Some of the subjects upon which advice and information have been given are coöperation, savings, loans, pensions, illness, burial funds, people's lodging houses, labor contracts, regulations in commercial enterprises, measures against unemployment, municipal-workmen regulations, minimum salaries and maximum labor hours regulations. It is the claim of the institution that, if given time, it will answer any question on any subject relating to the welfare of working men.

*Is an Anglo-  
German  
Agreement  
Near?*

A very significant statement was made in the German Reichstag on February 7, by Admiral von Tirpitz, the Minister of Marine, in his announcement to the budget committee of the intentions of the Government regarding the naval program and the relations with Great Britain. This statement was particularly significant on account of its brevity and the fact that it



has been permitted to become public. After dealing at some length with the speech of Winston Churchill, the British First Lord of the Admiralty, in March 1912, in which the foreign minister had said that the ratio of 10 to 16 between German and British battle-ships would be acceptable to Great Britain for the next few years, Admiral von Tirpitz, distinctly stated that he, as head of the German navy department, had "no objection whatsoever to this." From the fact that this statement was given out to the newspapers, and, further, from the comment in the semi-official journals, it is assumed in England and on the continent that more or less definite agreement has been reached between Great Britain and Germany, regarding the question of warship building.

*The New German Foreign Minister* Added significance may be found in the statement of Herr von Jagow, the new minister of foreign affairs, who during January succeeded the late Dr. von Kiderlen-Waechter. The foreign minister made an emphatic declaration that Germany's relations with all foreign powers, "particularly with England, are excellent." It is evident from such public opinion as is reflected in the radical and independent German press, as well as from the difficulty the government is having in the enactment into law of some of the more important features of its program, that the burden laid upon the backs of the German people by the demands of militarism is becoming very heavy.

*The Reichstag Votes "No Confidence"* Several important bills dealing with large industries were the subject of long and vehement discussion in the Reichstag last month. The government bill designed to restrict the production of potash in order that, what the Germans called a scientific monopoly, may be maintained, will be introduced during the present month. The bill establishing a government monopoly in petroleum was radically changed in the budget committee during the last few days of January. It is expected, however, that this measure will become a law before many weeks. It is intended to "stiffen German opposition" to the Standard Oil Company's business in Europe. On January 30, the Reichstag for the first time in its history, refused to pass a note of confidence in the government. The expression of "no confidence" took the form of a resolution disapproving the attitude of the Chancellor toward the Polish land question in Prussia.



THE GERMAN CHANCELLOR AND THE NEW FOREIGN MINISTER  
(Dr. von Bethmann-Hollweg and Herr von Jagow, on the promenade at Corfu)

*Disciplining the Russian Duma* The Imperial Russian Duma has reassembled after a vacation which lasted 35 days. It must be remembered that it had been in session for four long weeks, all of which time had been devoted to the arduous task of electing the president and other officers, to the examination of the deputies' credentials, and in replying to the government's declaration. The speeches criticizing the government were long and eloquent, so much so that Czar Nicholas considered it best, in the interest of the country, as well as of the deputies themselves, to order the discontinuance of the sessions for a time sufficient to give the members of the Duma a long-needed rest. In outlining the government's policy, Premier Kokovtsov had said: "The demands of the nation's life grow and multiply. . . . The task of legislation is to keep on a level with them, and legislative activity cannot, even for a comparatively brief space of time, limit itself by a strictly-defined program . . ." As conclusive proof of its desire to satisfy the demands of Russian life, the government's first bill introduced in the Duma is to limit the civil rights of Russian subjects of foreign and Polish descent in some four provinces of the empire. A remarkable illustration of how



Photographed by Underwood & Underwood, New York

#### THE MONGOLIAN DELEGATION WHICH WENT TO RUSSIA TO ASK RECOGNITION OF INDEPENDENCE

(The designs of Russia on Mongolia, against the wishes of China, are well known, and have been explained in these pages. The government of the Czar and representatives of Mongolia signed a treaty on November 9 which was very comprehensive. Recently a delegation from Mongolia arrived in St. Petersburg to ask the Czar to recognize the complete independence of Mongolia. This was done by Russia)

words differ from deeds! At the same time the Duma's bill admitting women to practice law in Russia was rejected (on February 6) by the Council of the Empire by 84 votes to 66. The leading Russian jurists and practically the entire Liberal public opinion in Russia were in favor of the bill. The older generation of statesmen, headed by the minister of justice, however, pleaded eloquently and successfully against any extension of the rights of women.

*A New Russian  
Minister of  
the Interior*

The oratory which flooded the rooms of the Taurida Palace during the sessions soon proved too much for Mr. Makarov, the Czar's minister of the interior. It quite upset his health and compelled him to tender his resignation, which was very graciously accepted, his departure not being regretted by any political party. Makarov is a man without initiative and his administration was one fruitless effort to perform a task which was quite evidently far beyond his strength and ability. His successor, N. A. Maklakov, formerly governor of Tchernigov, is a miniature Stolypin. He

is quite a young man, and, according to the press, he has been selected to fill the vacancy, because while governor of Tchernigov, "he has shown great energy in his fight with anti-government tendencies, in the organization of the *okrana* (one of the government's agencies for suppressing the revolution), and has manifested executive ability on those occasions." It is no secret in Russia that his sympathies are with the "Black Hundred," the fanatical "League of Russian People." How much these qualifications will help him solve the grave problems of Russian life, such as the land question, the high cost of living, the scarcity of common labor, which is becoming a serious menace to Russian industry, and a great many more of equal importance, remains to be seen. In his speech to the officials of the ministry he said:

The aim of all of us must be one—to strengthen the authority of the state . . . which labors for the good of the many-millioned population of great Russia. And there is just one road that leads to that aim—there is and can be none other,—and that is the law established by his Imperial Majesty.

To repeat the now historical expression of the former minister Makarov: "It has been and will be so" in Russia—which is hardly a sign of progress.

*Failure of the  
London Peace  
Conference*

Contrary to all the predictions of the political and military experts, and in defiance of the expressed wish of the great powers of Europe, the delegates of the Balkan allies at the London peace conference, wearied with Turkish delay and shuffling diplomacy, on January 30, delivered a formal note to Reshad Pasha, chief of the Turkish delegation. This statement, signed by the delegates of all the Balkan states, briefly announced that, having "awaited in vain for three weeks a reply from the Turkish plenipotentiaries to their last demands," and the events "occurring in Constantinople appearing to have destroyed the hope of arriving at a conclusion of peace," the delegates of the Balkan states, "to their great regret," felt themselves "obliged to declare negotiations broken off." Thus, the more than six weeks' armistice, largely taken up with the sessions of the conference at London, came to an end without any definite result in



"THE TERRIBLE TURK"

(Mahmud Shevket Pasha, the New Turkish Grand Vizier:—  
An Italian View)

From the *Giornale d'Italia*, (Rome)



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ENVIR BEY, WHO AIMED TO BE TURKEY'S "MAN  
ON HORSEBACK"

(Envir Bey was the prime mover in the overthrow of the  
Kiamil Ministry at Constantinople late in January)

the direction of peace between the belligerents. As reported in these pages last month, the points upon which it seemed impossible for the delegates to agree were the disposition of Adrianople and the Egean Islands. On January 16, as we noted, the ambassadors of the great powers presented a note to the Porte urging the Turks to agree to the cession of Adrianople and to leave the question of the disposition of the Egean Islands to them, the great powers. To these demands the Turks had declared themselves unable to accede. Immediately upon the presentation of the note, the heads of the Bulgarian, Servian, Montenegrin and Greek delegations left London, and the allied governments were notified of the breaking off of negotiations.

*Overthrow of  
the Turkish  
Ministry*

Several days before the conference ended, it was reported that the Turks had decided to give in. On January 22, in fact, the Grand Council of the Empire voted in favor of acceding to the proposals of Europe and yielding on all points. Then, swiftly and dramatically, there was enacted in Constantinople a new revolution. By one of those sudden overturns, known in European politics as a coup d'etat, the Kiamil Pasha Cabinet was overthrown (on January 24) and the Young Turks again rode into power. By a military and Young Turk combination the aged Grand Vizier was driven from power, and Mahmud Shevket Pasha, the military organizer and idol of the army, installed in his place. Nazim Pasha, ex-War Minister and commander of the Turkish army in the ill-starred campaign that began with the Bulgarian victory at Mustapha Pasha on October 19, and ended with the beaten Turkish army at bay behind the lines at Tchatalja, was shot dead in the demonstrations. Envir Bey, the young military commander prominent in the overturn of the Abdul Hamid regime four years ago, and the mainstay of the Arab resistance to Italy in the Tripolitanian campaign, was one of the moving spirits in the coup d'etat.

*Shevket Pasha  
Grand  
Vizier*

Within an hour of the entrance of soldiers to the government palace, Kiamil Pasha and his cabinet resigned, and Envir Bey announced that the Sultan had appointed Mahmud Shevket Grand Vizier. A new ministry was then constituted, consisting largely of Young Turks of progressive tendencies. A proclamation issued by the Committee of Union and Progress (the Young Turks), on the morning after the demonstration, declared that the reverses of the Turkish forces in the war with the Balkan allies were due to the Mukhtar and Kiamil Pasha cabinets, which, "instead of executing any coherent plan, appointed incapable generals to positions of command and pursued a policy destructive of the warlike spirit of the army and the people." Kiamil Pasha, further, was accused of betraying his country by offering to give up Adrianople and the Egean Islands. The new ministry insisted that it would never give up Adrianople, the "jewel of the Orient."

*Popular  
Resentment  
at Weakness*

The downfall of the Kiamil Pasha cabinet was to be expected after the presentation of the note by the powers. There was much popular resentment at the ministry's failure to win the

support of at least one of the great powers to the Turkish cause. The press and the military, moreover, criticized the cabinet for having asked an armistice when the fortunes of war seemed about to turn to the Turks. Kiamil was known to be an Anglophile and it was hoped that Great Britain would befriend Turkey. That power, however, was the most active in advising the Porte to yield to the severe terms of the allies. At the same time, as long as this pro-English Grand Vizier was conducting the affairs of the nation, neither Germany nor the Triple Alliance was willing to extend any help to the Turks. On the contrary, the mobilization in Austria was brought about by reasons which did not include any desire to help Turkey. Thus Kiamil Pasha's foreign policy was shown to be unfavorable to the interests of the empire. It is reported in some quarters that the Young Turks, mortal enemies of the old Kiamil, expected and, perhaps, were promised German help and sympathy if they would overthrow the pro-English Grand Vizier. They expected the aid of the army and the war party, and counted on Molsem help from all over the world. Indeed, the Sheik-ul-Islam again began to preach a Holy War, and an Egyptian prince was taken into the Turkish cabinet. Moreover, it is believed that the Young Turks were encouraged by the Sultan himself. In an interview published in all the journals a few days before the coup d'etat, Mehmed V expressed his desire to fight for the preservation of the city "which contains the holy bones of my ancestors" (Adrianople.) His Turkish Majesty further ascribed the present plight of the empire to the lack of education and economic backwardness, economically, of the country, and assured the interviewer that he, as a constitutional monarch, would do what his people wanted.

*War Resumed  
by the  
Allies*

While the semi-official journals of the great capitals of Europe were reiterating the commands of the powers that there should be no renewal of the war, the Bulgarians, at precisely 7 o'clock on the evening of February 3, when the armistice ended, opened fire on Adrianople and along the entrenchments at Tchatalja. The Montenegrins, at the same time, formally renewed their attack upon Scutari and the Greeks pressed the investment of Janina. The Bulgarian bombardment of Adrianople was so vigorous that the city was soon in flames in many places. The Turkish commander in the beleaguered city, Shukri Pasha, a fighting man of the sternest calibre, kept





Photograph by D. A. Davis

MRS. ROCKHILL, WIFE OF THE AMERICAN AMBASSADOR AT CONSTANTINOPLE, VISITING SICK TURKISH SOLDIERS IN THE MILITARY HOSPITAL

Constantinople constantly informed by wireless of his determination to fight literally to the last ditch. As we go to press with this number of the REVIEW, reports of the fall of Adrianople and Scutari are insistent. It is probable that the new ministry does not expect to turn back the tide of defeat, nor even to save Adrianople. It seems likely that Turkish honor will be satisfied if Adrianople, instead of being given up over the council table, is lost gallantly on the field of action.

*Turkey in the  
Hands of the  
Powers*

During the first week after the resumption of hostilities, the Bulgarian commander, General Savov, was concentrating his attention on the Gallipoli peninsula, that irregular projection of land to the southwest of Constantinople. On February 5 a series of engagements took place between the Bulgarian and Turkish forces on this peninsula, resulting in Bulgarian victories. It was apparently the plan of the Bulgarian commander to advance from the rear on the Turkish fortifications guarding the entrance to the Dardanelles, thus opening the Sea of Marmora to the Greek fleet, which might then steam to a direct attack upon Constantinople. Several sallies by the Turks from behind the Turkish lines were repulsed by the Bulgarians. Late last month former Grand Vizier Hakki Pasha, one of the most astute of Turkish diplomatists, started for western Europe on a special mission. It was believed that he was bent on negotiating a peace by putting the

Turkish case unreservedly in the hands of the great powers.

*The Rumanian-  
Bulgarian  
Quarrel*

The American reading public has been somewhat mystified, during the past few weeks, by the brief, unqualified statements in the daily press to the general effect that Rumania, having asked territory from Bulgaria as the price of her neutrality during the war, is contemplating an attack upon her Bulgarian neighbor because the latter has refused her demands. The rights and wrongs of the Bulgaro-Rumanian quarrel are not generally known. In the first place it is a question of frontier. The boundary line between the two countries is, at present, from a military point of view, and speaking as a Rumanian, untenable. Rumania really wants from Bulgaria what was given her by the Treaty of San Stefano and taken away by the Treaty of Berlin, a section of the country on the Black Sea, south of the Dobrudja. This region is, in large part, populated by Rumanians, and furnishes the second point in the Rumanian contention, that it gives a sorely needed access to the sea. Rumania's foreign trade is enormous for a Balkan state. It is far in excess of that of all the other Balkan States put together. The only route to the sea the Rumanians have at present is this Dobrudja, and this they cannot defend because of its low marshy topography. The third point is the growing chauvinism of the Bulgarians and the propaganda carried on at Sofia for still further expansion of Bulgaria



Photograph by the American Press Association, New York  
CAPTAIN ROBERT SCOTT, THE REAL HERO OF  
POLAR EXPLORATION

at the expense of Rumania. Both countries have been ready for war for years. It would have been easy for Rumania, with her splendid army, to have taken advantage of Bulgaria's preoccupation in the struggle with Turkey, to cross the frontier and occupy the country in dispute. For maintaining neutrality in the war and not embarrassing Bulgaria's movements, the Rumanians claim that they should have received at least some of the territory they covet.

*Poland Watching The Balkans* With the possibility of armed collision between Russia and Austria still impending, this question arises: What would be done by Austria's Slavonic subjects, especially the Poles who are not only in Austrian and German, but also in Russian captivity, in a situation in which the German world—Austria backed by Germany—would fight against Russia? For the favor of the Poles bids have been made by both sides. On the one hand, Russian advisers tell the Poles that they will not gain much by aiding Austria, that the defeat of Russia would not be to their advantage. On the other hand, Russia's foes remind the Poles of the wrongs done to Poland by Russia. Moreover, a report has been circulated that the coming Emperor of Austria-Hungary con-

templates converting the Hapsburg possessions into a confederation, in which, among others, the Poles would have their own King. It appears, however, from declarations of the Poles themselves, that they recognize Prussia standing behind Austria. Therefore, it is plain to them that the defeat of Russia would strengthen Prussia, which in her treatment of Poland is no more humane than Russia. The Poles, therefore, have resolved that when they do fight, it will be for their Fatherland only. With this end in view all Polish political parties have now coalesced in order to present a united front when the moment comes for a clash between Poland's jailers. They have organized a Committee of National Defense, and are accumulating a "war fund." In January the Poles commemorated the 50th anniversary of their ill-starred uprising of 1863 against the power of Russia. They have learned much since then.

*Scott's Heroic Death in the Antarctic* One of the grimest, most appalling tragedies of polar explorations was laid bare, last month, when the cables from Wellington, New Zealand, flashed the news that gallant Captain Robert Scott and his Antarctic party, after reaching their goal, the South Pole, had been overtaken on their return trip and frozen to death in the grip of an Antarctic blizzard. Captain Scott had been in the Antarctic for nearly three years. He left civilization at almost the same time as Captain Roald Amundsen in his race for the South Pole. Amundsen attained the goal of his ambition in December 1911. Scott, with his party, were not heard from later than April 1912, when he reported that his party, consisting of himself and four men, were within 150 miles of the South Pole and pushing on. On February 10, Captain Sanders, of the relief ship *Terra Nova*, which had gone to search for news of the Scott party, reported by wireless that at McMurdo Sound they had found Captain Scott and all his party frozen. From the records with them it was learned that the brave Englishman had reached the South Pole on January 18, 1912, and had begun his return before being overtaken by the storm in which he and his party met their death. Captain Scott had an honorable record of Antarctic exploration. It seems like the bitterest irony of fate that, having reached the Pole only one month after his successful rival, he should perish in the blasts of the icy polar storm, while the successful Norwegian navigator was embarking from the great ice barrier for his triumphant return trip.



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#### THE PRESENTATION OF A GOLD LOVING CUP TO CHAIRMAN WILLIAM F. McCOMBS BY THE MEMBERS OF THE DEMOCRATIC NATIONAL COMMITTEE

(From left to right: F. C. Penfield, J. W. Coughlin, Norman E. Mack, Martin J. Wade, William F. McCombs, T. H. Browne, Henry Morgenthau, and E. O. Wood)

## RECORD OF CURRENT EVENTS

(From January 16 to February 12, 1913)

### PROCEEDINGS IN CONGRESS

January 16.—The Senate passes the Legislative, Executive, and Judicial appropriation bill.

January 17.—The House accepts the conference report upon the Immigration bill.

January 18.—In the Senate, two measures are passed incorporating an American Academy of Arts and Letters and a National Institute of Arts and Letters.

January 20.—The Senate rejects the conference report on the Immigration bill, objecting to the provision requiring certificates of good character. . . . The House passes the measure incorporating the Rockefeller Foundation, a \$100,000,000 institution designed to promote the well-being and advance the civilization of people throughout the world.

January 21.—In the Senate, Mr. Root (Rep., N. Y.) pleads for the repeal of the section of the Panama Canal act, granting free tolls to American ships, which has been protested by Great Britain. . . . The House passes the Army appropriation bill (\$98,830,177).

January 22.—In the Senate, Mr. O'Gorman (Dem., N. Y.) opposes the repeal of the Panama Canal act.

January 23.—The Senate passes the Culberson bill prohibiting corporations from making contributions to political conventions and primaries, and limiting individual campaign contributions.

January 24.—The Senate approves the resolution providing for a Lincoln Memorial in Washington.

January 25.—The House adopts the conference report on the Immigration bill, with the provision for certificates of character eliminated.

January 28.—The House passes the Rivers and Harbors appropriation bill (\$40,800,000); Mr. Mann (Rep., Ill.) vigorously defends the provision of the Panama Canal act which remitted tolls on American ships.

January 29.—The House passes the measure appropriating \$2,000,000 for a Lincoln memorial in Potomac Park, Washington (see page 274).

January 31.—The House adopts the conference report upon the Immigration bill.

February 1.—The Senate, after three-days debate, passes a resolution to amend the federal Constitution by fixing the term of President at six years, without reelection or subsequent election; the conference report upon the Immigration bill is approved.

February 5.—The Senate passes the Coast Fortifications bill (\$5,218,250).

February 8.—The House passes the Webb bill prohibiting the shipment in interstate traffic of liquor intended for sale in prohibition States.

February 10.—The Senate passes the Webb liquor-transportation bill.

February 12.—Both branches assemble in joint session and canvass the electoral vote for President and Vice-President.

#### POLITICS AND GOVERNMENT—AMERICAN

January 16.—President-elect Wilson asks that the inaugural ball be omitted from the ceremonies on March 4, because of its great expense to the Government.

January 18.—The Texas legislature submits to the people the question of woman suffrage.

January 20.—Seven bills, approved by Governor Wilson, are introduced in the New Jersey Senate, changing the corporation act so as to curb existing trusts and prevent the formation of new ones. . . . The Attorney-General asks the Interstate Commerce Commission to investigate the American Telephone and Telegraph Company and certain combinations which it is alleged to maintain. . . . The Supreme Court holds that the Interstate Commerce Commission can order reductions in rates only when based upon facts obtained at hearings.

January 21.—The Republican legislature in Oregon, confirming the primary choice, elects Harry Lane (Dem.) United States Senator. . . . Congressman George W. Norris (Rep.), the primary winner, is unanimously elected United States Senator from Nebraska. . . . In Rhode Island, Judge LeBaron B. Colt (Rep.) is chosen to succeed George P. Wetmore in the United States Senate. . . . The Minnesota, Iowa, and Oklahoma legislatures reelect Senators Nelson (Rep.), Kenyon (Rep.), and Owen (Dem.), respectively. . . . The Montana Senate passes a resolution providing for woman suffrage.

January 22.—Thomas Sterling (Rep.) is elected to the United States Senate by the South Dakota legislature.

January 23.—Chief Justice John K. Shields (Dem.), of the Tennessee Supreme Court, is elected to the United States Senate by the legislature. . . . The New York Senate passes a woman-suffrage measure. . . . An officer and six privates of the United States troops in the Philippines are killed during a fight with Igorrotes in Jolo.

January 24.—Former Governor James H. Brady (Rep.) is chosen United States Senator from Idaho to serve out the unexpired term of the late Weldon B. Heyburn.

January 25.—The Governors of New Hampshire, Vermont, Massachusetts, Rhode Island, and Connecticut meet at Boston to discuss the New England railroad situation.

January 27.—The New York Assembly passes the Senate woman-suffrage resolution; the measure must be approved by another legislature and ratified by the people.

January 28.—The proposed income-tax amendment is unanimously approved in the Michigan Assembly, completing ratification by that State. . . . The Kansas legislature elects to the United States Senate Judge William H. Thompson, who

carried the November preferential primary. . . . Democratic primary winners are elected to the Senate by the legislatures of Nevada (Key Pittman), New Jersey (William Hughes), and Texas (Morris Sheppard). . . . The following United States Senators are reelected: Benjamin R. Tillman (Dem., S. C.), Albert B. Fall (Rep., N. M.), and Francis E. Warren (Rep., Wyo.).

January 29.—A 21-days' deadlock in the Illinois legislature, which prevented the inauguration of Governor-elect Dunne, is ended by the election of William McKinley (Dem.) as temporary speaker. . . . Willard Saulsbury (Dem.) is elected to the United States Senate by the Delaware legislature. . . . Joseph T. Robinson, the Democratic Governor of Arkansas and former Representative, is elected to the Senate. . . . The West Virginia Senate unanimously ratifies the federal income-tax amendment.

January 30.—The Nevada legislature submits to a popular vote the question of woman suffrage.

February 3.—The Delaware legislature ratifies the income-tax amendment, which thereby becomes a part of the federal Constitution; Wyoming and New Mexico also approve the amendment. . . . Woodrow Wilson announces his selection of Joseph P. Tumulty, of New Jersey, as Secretary to the President. . . . Thomas W. Churchill is chosen president of the Board of Education of New York City. . . . The Supreme Court holds that the United Shoe Machinery Company, while a combination, is not an illegal monopoly.

February 5.—Seven bills, framed under the direction of Governor Sulzer, are introduced in the New York legislature for the purpose of reforming the methods of the New York Stock Exchange. . . . The Pennsylvania House passes a resolution providing the suffrage for women.

February 8.—The Utah House passes a bill which would grant a minimum pension of \$10 monthly to mothers with dependent children.

#### POLITICS AND GOVERNMENT—FOREIGN

January 16.—The British House of Commons passes the Irish Home Rule bill by a vote of 367 to 257.

January 17.—Raymond Poincaré, Premier of France, is elected President by the National Assembly. . . . A coalition ministry is formed in Persia, with Ag-ed-Alach-Sultan as Premier.

January 18.—Aristide Briand, French Minister of Justice, is asked by President Fallières to form a cabinet in succession to the retiring Poincaré ministry.

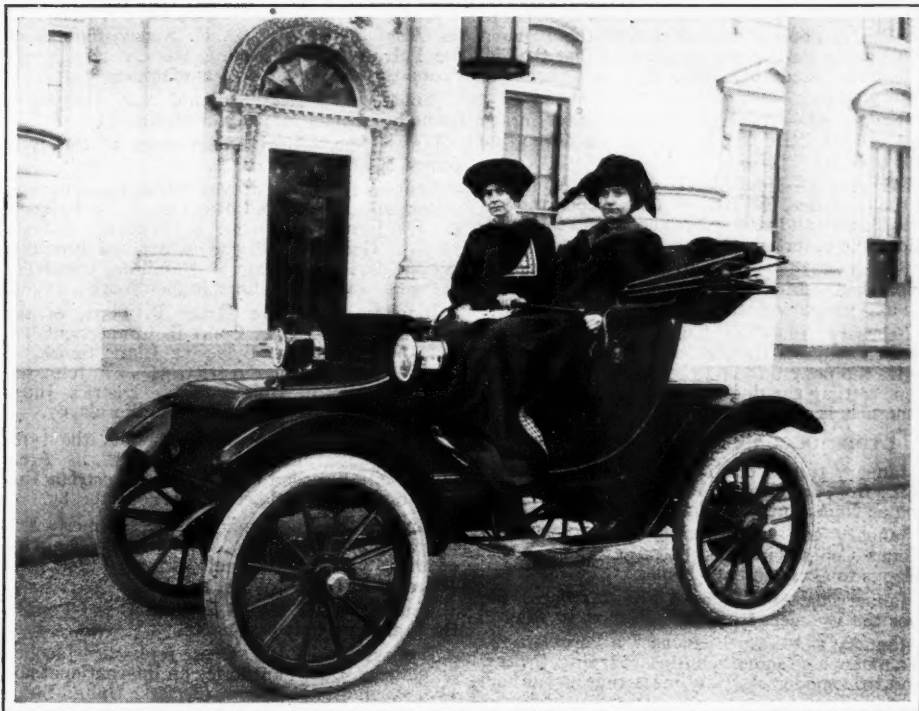
January 19.—The Turkish Government convenes the National Assembly in order to refer to it the terms of peace offered by the Balkan allies.

January 22.—The Turkish National Assembly decides to accept the advice of the European powers and cede Adrianople to the Balkan allies.

January 23.—The Young Turks, who favor a continuance of the war with the Balkan federation, overthrow the Kiamil Pasha ministry and form one headed by Mahmud Shevket Pasha; Nazim Pasha, commander-in-chief of the Turkish army, is killed during the disturbance; serious rioting occurs among the troops at the Tchataldja fortifications.

January 24.—Debate is begun in the British House of Commons upon Sir Edward Grey's





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MISS HELEN TAFT AT THE WHITE HOUSE WITH HER GUEST, MISS ISABEL VINCENT, DAUGHTER OF PRESIDENT GEORGE E. VINCENT OF THE UNIVERSITY OF MINNESOTA

woman-suffrage amendment to the Government's franchise-reform bill. . . . The Norwegian cabinet resigns.

January 27.—The British Ministry abandons the Franchise bill because of amendments which, if adopted, would grant the suffrage to women; the House of Lords begins the second reading of the Irish Home Rule bill. . . . Prince Said Halim, President of the Council of State, is appointed Minister of Foreign Affairs in the New Turkish ministry.

January 28.—Upon the abandonment of the Franchise bill by the British ministry, the militant suffragettes begin a new crusade of rioting and destruction.

January 29.—Takaaki Kato, ambassador to Great Britain, is appointed Japanese Foreign Minister.

January 30.—The British House of Lords, by vote of 326 to 69, rejects the Irish Home Rule bill recently passed by the Commons.

February 4.—Manuel Calero, lately ambassador to the United States, declares in the Mexican Senate that the insurrection will not be ended so long as Madero is President.

February 5.—President Manuel Araujo, of Salvador, is shot and fatally wounded as a result of a political conspiracy. . . . The Japanese Diet is dispersed by the Emperor, following riots incident to a vote of censure against the Katsura ministry. . . . The Welsh Disestablishment bill

passes its final reading in the British House of Lords.

February 6.—The Council of the Russian Empire rejects the Duma bill admitting women to the practice of law.

February 9.—Mexican revolutionists under Gen Felix Diaz, who recently escaped from prison, seize the city of Mexico and besieged the National Palace, where President Madero and a few thousand loyal troops concentrate their defense; Gen. Bernardo Reyes, insurgent leader and former Minister of War, is killed.

February 10.—Serious rioting occurs outside the Japanese parliament buildings, culminating in the resignation of Premier Katsura.

February 11-12.—The Mexican revolutionists and federal troops engage in battle in the streets of Mexico City.

February 12.—Count Combel Yamamoto accepts the premiership of Japan.

#### INTERNATIONAL RELATIONS

January 17.—The diplomatic representatives of Austria, Great Britain, France, Germany, Italy, and Russia present a note to the Turkish Minister of Foreign Affairs, at Constantinople, advising the cession of Adrianople to the victorious Balkan allies.

January 18.—The Greek and Turkish fleets engage in battle off the Dardanelles, without decisive result.

January 23.—The reply of the United States to the British note of protest against the Panama Canal act is made public, suggesting that the dispute be referred to a joint high commission of inquiry.

January 30.—The Balkan allies notify Turkey that the armistice will be brought to an end on February 3.

February 3.—Immediately upon the expiration of the armistice, the Balkan allies reopen the war with Turkey and attack Adrianople and the Tchaltdja line of fortifications.

February 10.—Four American warships are dispatched to Mexican waters to protect American life and property during the present outbreak.

February 12.—The Turkish ambassador at London requests the British Foreign minister to invite the powers to end the war. . . . An agreement settling the differences between France and Venezuela is signed at Caracas.

#### OTHER OCCURRENCES OF THE MONTH

January 16.—A test message by wireless telegraphy from Sayville, N. Y., is received by the station at Nauen, near Berlin.

January 20.—An eruption of the volcano of Mount Colima, in Mexico, causes thousands of persons to abandon their homes.

January 24.—M. Bider, a French aviator, flies over the Pyrenees from Pau, France, to Madrid.

January 25.—Jean Bielovucchi, a Peruvian, flies in a monoplane across the Alps from Brig, Switzerland, to Domodossola, Italy, in less than half an hour.

February 1.—The American Federation of Labor orders a general strike in the mills of the United States Steel Corporation in the Pittsburgh district.

February 2.—Fire destroys a portion of the waterfront of Savannah, Ga., the damage amounting to nearly \$1,500,000.

February 10.—The South Pole expedition under Captain Robert F. Scott, of the British Navy, returns to New Zealand and reports that Captain Scott and four others reached the Pole on January 18, 1912, but died from exposure and lack of fuel and provisions on the return journey to their base of supplies. . . . Sixteen persons are killed in a clash between coal strikers and sheriffs and police near Mucklow, W. Va. . . . Mrs. Francis Folsom Cleveland, widow of Grover Cleveland, is married to Prof. Thomas J. Preston, Jr., at Princeton, N. J.

February 12.—Announcement is made that the firemen and enginemen of the Eastern railroads have voted (33,718 to 1,198) to go on strike for higher wages. . . . Lincoln Hall, erected by Illinois at the State University in memory of the martyred President, is dedicated.

#### OBITUARY

January 16.—Dr. Thaddeus S. C. Lowe, founder of the Lowe Observatory in California and organizer of the balloon corps of the Union army in the Civil War, 80.

January 17.—Brother Ira Barnes Dutton, successor of Father Damien as head of the leper colony at Molokai. . . . Oscar Sherman Gifford, formerly member of Congress from South Dakota, 70.

January 18.—Mrs. Julia Caroline Ripley Dorr, the poetess, 87. . . . "Deacon" Stephen Van C. White, stock-exchange operator, 81.

January 20.—Edward O'Connell, constructor of the *Monitor*, 86. . . . O. H. Kelley, founder of the Patrons of Husbandry, 80. . . . Sir James Coats, the British thread manufacturer, 78.

January 21.—Rear Admiral von Hollmann, formerly German Minister of Marine, 73.

January 22.—Amzi Dodd, dean of the New Jersey bar, 89.

January 23.—Auguste Van Biene, the actor and violoncellist, 68. . . . Rev. Eben B. Parsons, D. D., formerly registrar of Williams College, 78. . . . George W. Reynolds, a noted Brooklyn lawyer, 92. . . . William G. Hamilton, prominent in business and civic affairs in New York City, 80.

January 26.—Judge James P. Platt, of the United States District Court in Connecticut, 62. . . . Representative Sylvester Clark Smith, of the Eighth California District, 55. . . . John Jefferson DeHaven, United States District Judge and former Representative from California, 67.

January 27.—James B. Hammond, the type-writer inventor and manufacturer, 73. . . . Archduke Rainer, second cousin of the Austrian Emperor and a noted soldier and art collector, 85.

January 28.—Sigismundo Moret, formerly Premier of Spain, 75. . . . Dr. Orville Horwitz, emeritus professor of genito-urinary diseases at Jefferson Medical College, 54.

January 29.—Edouard Bernard Debat-Ponsan, the French portrait painter, 66.

January 30.—Lieut.-Gen. Jonkheer Jacobus, an eminent Dutch authority on international law, 87. . . . James H. Berry, formerly United States Senator and Governor of Kansas, 72. . . . Rev. George Dana Boardman Pepper, D. D., ex-president of Colby College, 80.

January 31.—Dr. James P. Tuttle, of New York, an authority on intestinal diseases, 55. . . . James Ludovic Lindsay, Earl of Crawford, a noted astronomer and philatelist, 65. . . . Baron Ilkerton, a prominent member of the British House of Lords and a noted physician, 73.

February 1.—Dr. Theodor von Holleben, formerly German ambassador at Washington, 74. . . . Anne Warner French, the novelist, 43. . . . Juan M. Ceballos, a prominent New York banker, 54. . . . Frank D. La Lanne, of Philadelphia, former president of the National Board of Trade, 64.

February 2.—Col. James Martin McCalmont, M. P., a prominent Orangeman, 65.

February 4.—Cardinal Franz X. Nagl, Archbishop of Vienna. . . . Sir John Gordon Sprigg, four times Premier of Cape Colony, 83.

February 5.—Bradley Martin, prominent in social circles of New York and London, 71. . . . David McNeely Stauffer, a noted civil engineer and former editor of the *Engineering News*, 68.

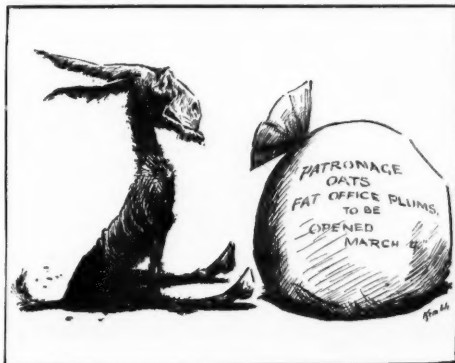
February 8.—John George Brown, the painter of New York street urchins, 81.

February 9.—Dr. Manuel E. Arraujo, President of Salvador, 50. . . . Rev. Dr. Homer Eaton, head of Eaton & Mains, the Methodist book-publishing house, 79.

February 11.—Joseph J. Little, a prominent printer and former Representative from New York, 71. . . . Rosa Sarto, sister of Pope Pius X., 77.

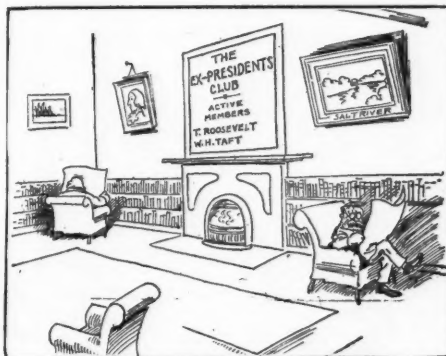
February 12.—Charles Edward Johnson, R. I., the British landscape painter, 81.

# THE TURN OF THE ADMINISTRATION IN CARTOONS



"MERCY ME; SEEMS AS IF I COULDN'T WAIT ANOTHER MINUTE"

From the Sun (New York)

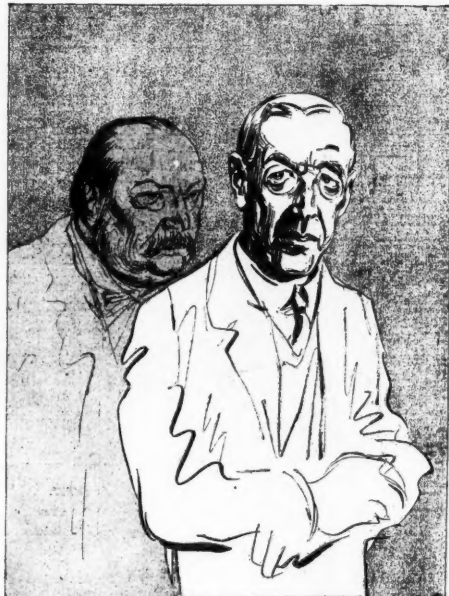


WOULDN'T THIS "EX-PRESIDENTS' CLUB" BE A NICE, SOCIABLE ORGANIZATION?

From the Evening Sun (New York)



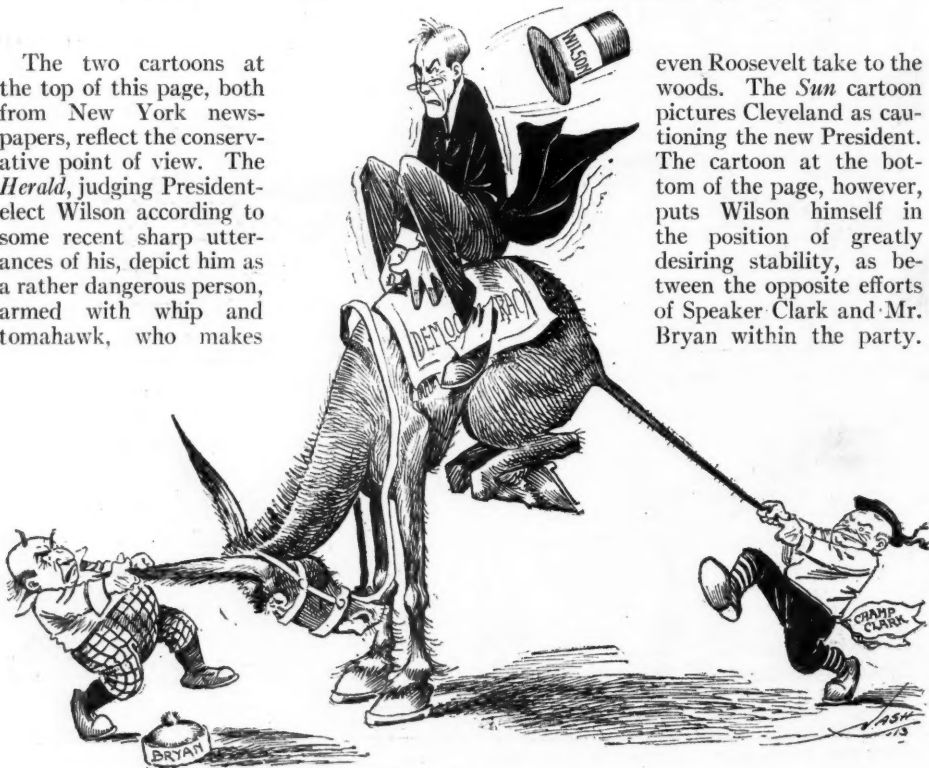
EVEN ROOSEVELT TAKES TO THE WOODS  
From the *Herald* (New York)



A WORD TO THE WISE!—1893-1913  
From the *Sun* (New York)

The two cartoons at the top of this page, both from New York newspapers, reflect the conservative point of view. The *Herald*, judging President-elect Wilson according to some recent sharp utterances of his, depict him as a rather dangerous person, armed with whip and tomahawk, who makes

even Roosevelt take to the woods. The *Sun* cartoon pictures Cleveland as cautioning the new President. The cartoon at the bottom of the page, however, puts Wilson himself in the position of greatly desiring stability, as between the opposite efforts of Speaker Clark and Mr. Bryan within the party.



STEADY, MAUD  
From the *Journal* (Detroit, Michigan)





CAN YOU BLAME HIM?  
From the *Dispatch* (Columbus, Ohio)



MR. WILSON CATCHING IT FROM ALL SIDES  
From the *Gazette-Times* (Pittsburg)



"MY GOODNESS, WOODY, DON'T DESTROY ALL MY BRIC-A-BRAC!"  
From the *Leader* (Cleveland)



ONE, INAUGURAL "BAWL" THAT WILSON CAN'T STOP!  
From the *Evening News* (Newark, N. J.)

The omission of the ball from the inaugural ceremonies, and the President-elect's secrecy regarding his cabinet appointments, were both popular topics with the cartoonists last month.



"THROAT TROUBLE"  
(President-elect Wilson has been so reticent regarding the announcing of his cabinet selections that it has been suggested something ails his throat!)

From the *Advertiser* (Montgomery, Alabama)



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## UNCLE TRUSTY

"Well, Theodore, I'm afraid that new rule about Presidents puts your hopes on the slag-pile. Yep, you haven't any more chance of getting back in the White House than Doc Cook has of getting another medal from the Danish Scientific Society! But don't take it so hard! The other boys are all laughing at you! I can't bother with you just now, anyhow, I'm so interested in this new breed of squirrels I've got! They lay up a lot of nuts in this hollow tree and then I collect the nuts! Then they lay up some more nuts! The scientific name of this breed of squirrel is *squirrelibus chumpus*! They haven't any brains, but they're awfully industrious!"

From the *American* (New York)

STOP IT, THIEF!

From the *Oregonian* (Portland)

CONGRESS IS SOMEWHAT BUSY THESE DAYS

From the *News-Tribune* (Duluth)



THE LITTLE DARLING'S CURLS  
From the *Globe* (New York)

With the Democratic party coming into long-delayed surgical operation on the tariff complete control of the administration, the darling's curls will doubtless soon be begun.



IN SAFE WATERS AT LAST

(The income-tax amendment having been ratified by three-fourths of the States will now become a part of the Constitution)

From the *Evening Sun* (Baltimore)



THE "EXTRA SESSION" CALL

President Wilson, as the schoolmaster, calling the boys into the Congressional school (apropos of the announcement of an extra session to begin probably this month)

From the *Journal* (Minneapolis)



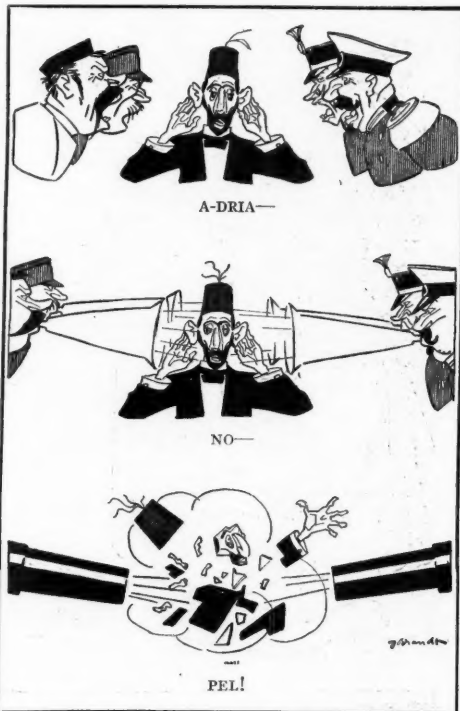
JUST WHEN THE STATUE WAS COMPLETED!  
From the *Dispatch* (Columbus, Ohio)



S-H-H SHUCKS!  
From the *Evening News*  
(Newark, N. J.)



"AVE A 'EART!"  
From the *Jersey Journal* (Jersey City)



"The Gentleman Who was Hard of Hearing, or  
The Last Resort"  
(Turkey would not listen to the Allies' demand for the surrender of Adrianople, so the conversation was continued with cannon—the war was resumed.) From *Kladderadatsch* (Berlin)



APPLYING THE AX  
From the *American* (Baltimore)





Photograph by Edwin E. Slosson. Copyright by The Independent

THE PHILOSOPHER BERGSON AND HIS WIFE ON THE PORCH OF THEIR SUMMER HOME AT ST. CERGUE, SWITZERLAND

## HENRI BERGSON, SPIRITUAL PHILOSOPHER

IT is the supreme distinction of the philosophical attitude and the writings of Henri Bergson that he believes it possible "to make any and every philosophical idea clear and acceptable to the multitude." Professor Bergson, who is recognized as one of the great spiritual and intellectual leaders of the present day, and who is spoken of in the same class with Descartes, Kant, Hegel, Schopenhauer, Spencer and James, paid a visit to this country last month and delivered a series of lectures at Columbia, Princeton, and Harvard universities on the theories and methods of philosophy. Bergson is the philosopher of the will as "the complete master of intelligence and the creating factor of life." With a style lucid even for the beautiful French in which he writes, he is the author of

a number of books, four of which have appeared in this country: "Time and Free Will," "Matter and Memory," "Creative Evolution," and "Laughter." Bergson emphasizes what he calls the "utilitarian character of our mental functions." He endeavors in all his writings to apply to philosophy the stern test of actual human experience. He is of mixed Polish and Jewish descent, but has lived in France for many years. He is Professor of Modern Philosophy in the ancient College of France, at Paris, and several years ago was elected member of the French Institute. His disciples are all over the world. We printed a critical sketch of Bergson by Edwin Björkman in this REVIEW for August, 1911.

Bergson's books published in this country are: "Time and Free Will," "Matter and Memory," "Laughter" (Macmillan); "Creative Evolution" (Holt).

## LIVINGSTONE, "LIBERATOR OF AFRICA"

ON the 10th day of the present month, the entire English-speaking world will celebrate the one hundredth anniversary of the birth of David Livingstone. It has been truly said that this Scotch pioneer, traveler, missionary and nation-maker, was one of the few men of English speech whose names are literally imperishable. It was he who inspired the greatest chapter in the history of the dark continent. Undoubtedly the civilization of Africa in the western sense of the word, owes more to David Livingstone than to any other man.

Americans claim a larger share in him than any Europeans—except Englishmen. After Britain had sought in vain to find him buried deep in the wilds of Central Africa, it was Yankee persistence and energy that penetrated the dense jungle, and made possible that dramatic scene at Ujiji, on October 28, 1871, when Stanley, backed up by the Stars and Stripes, greeted the weary, heroic old missionary, in the brief but impressive phrase, "Dr. Livingstone, I presume!"

David Livingstone came of a sturdy, vigorous Scotch stock. Two of his uncles fought under Wellington in the Peninsular war against the French in Spain. The family was characterized by the hearty, combative vigor of the Scotch Highlander and covenanter. Born on March 19, 1813, the second son in that humble home, David was nurtured in the strict and narrow but lofty ethical influence of the Bible and "Pilgrim's Progress." The days of his boyhood were great ones for missions. All the land was full of the impulse of Christianity's response to the call of its head, "Go Ye Into All the World and Preach the Gospel to Every Creature." Young David had a good scientific education. At Glasgow, in 1837 he offered himself to the London Missionary Society for foreign service. In November, 1840, he was ordained in London and the next month sailed for Africa. He died in the jungle on May 1, 1873.

It is difficult to summarize Livingstone's achievements during the twenty-one years he spent in Africa before beginning his ever memorable journey to the coast, which ended in his death. He had penetrated farther into the interior than any other white man. He

had discovered great lakes and rivers, and was the first white man to look down on the waters of the Zambesi as they fell over the cliff at the great Victoria Falls. It was he who named this magnificent cataract after the young English Queen. He had given Christianity a foothold among tribes which had never before heard its name. He had built houses and mission stations, laid out farms, introduced sanitation, made a grammar and dictionary of more than one native language, collected scientific data, exerted a powerful influence in the suppression of the slave trade and raised the tone of life of half a continent.

In a book entitled, "The Origin and History of Missions," published in 1837, Rev. Thomas Smith said:

We close this account of South African Missions by stating from the report of 1830, that in southern Africa, there are fourteen stations and fifteen missionaries, under whose care are societies containing 528 members.

This was not long before Livingstone began his labors in 1841. In 1907, the date of the statistics compiled for the "World's Atlas of Christian Missions," there were fifty-two missionary societies at work in South Africa, having a total force of 1589 foreign missionaries, one hundred and six times as many as at the early date, with 8680 native workers, 610 principal stations, 4790 other stations, 322,673 communicants, 622,098 baptized Christians, and 1,145,326 total adherents.

A useful summary of the life and work of Livingstone, by Nelson Bitton, recently published, says:

Livingstone saw clearly that, in commerce righteously conducted and in Mission settlements, lay the solution of the slave trade and the hope of the African. In his early years on the continent he discovered Lake Ngami, opened the road from the Zambesi to Loanda, discovered the Victoria Falls, traced the Zambesi from West to East, and solved the problem of the configuration and nature of Central Africa generally. In addition he made known to science and commerce more concerning the nature of Central Africa and its products than any traveler who had gone before him. The second journey to Africa laid the foundation for Britain of the British Central African Empire. Sir Harry Johnston says the whole of British Central Africa is "Livingstone's land." Had Livingstone's advice been followed German East Africa would have been British also. Lakes Shirwa and Nyassa were discovered then. . . .

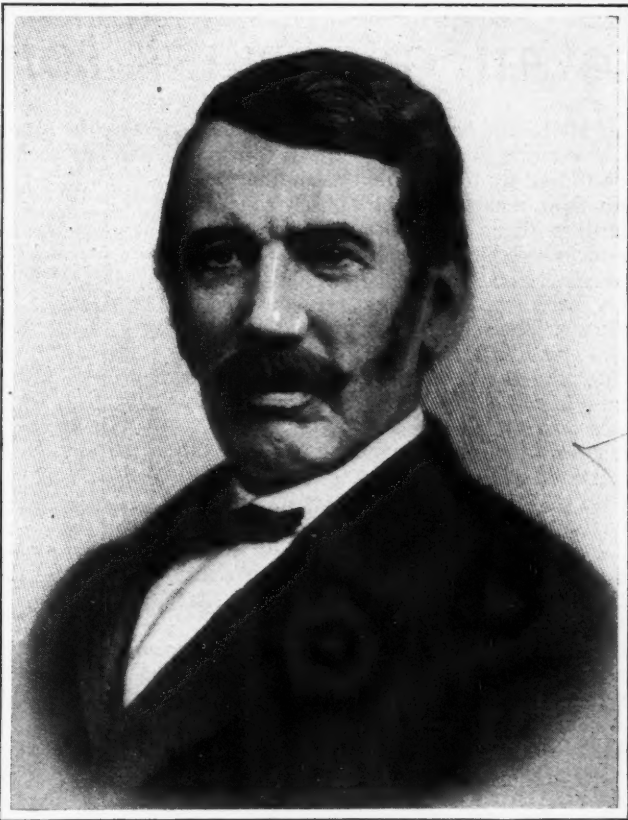
The last journey was the most fruitful in discovery, for then Livingstone was in a land untraversed by white men, known only to the natives and the Arab slave traders. Four great lakes and a mighty river were announced to the world—Tanganyika, Bangweolo, Moero, in addition to Nyassa, and the River Lualaba, which Livingstone fondly but mistakenly hoped might prove to be the upper stream of the Nile.

Livingstone's account of the fearful inhumanities of Africa drew the attention of the Christian world to them and centered the thought of the Church of Christ upon Africa's deep need. African missions in Europe and America came into being.

The revelations of European complicity in the slave trade in Africa turned the thought of diplomacy towards its solution. The publicity which attended Livingstone's campaign against slavery and the suffering it entailed upon him, and also the circumstances of his death forced Europe into action, led by Great Britain. . . . The abolition of African slavery is justly regarded as Livingstone's greatest and most enduring monument. . . . His insistence upon the essentially good nature and high capacity of the free African brought about a new attitude towards the African problem on its personal side. . . . He opened the road to commerce. He announced the wealth of interior Africa, was the first Britisher to cross Northern Rhodesia, located the cotton and maize-growing regions, and discovered the healthy highlands of Central Africa. He urged colonization, and through him the African Lakes Corporation and other industrial enterprises ventured into African commerce.

It was the discoveries of Livingstone that drew the attention of the British Government to the possibilities of Central Africa. He shattered the claim of the Portuguese to Central African territory by proving that they had never surveyed or even visited it. Every year that passes proves the wisdom of the advocacy of Livingstone for parts of Central Africa as a white man's land. . . .

When Livingstone started to cross the Kalahari desert in 1849 the whole of Central Africa was unknown land. It was commonly conjectured to be in the nature of a vast desert. Livingstone broke through the ignorant conjecture of his day and proved Central Africa to be a fertile land of mighty forests and magnificent streams. He inaugurated a wonderful period of African travel and discovery, and was the first of a noble band of explorers who have mapped Africa from West to East and from South to North. Where Livingstone traveled it was always safe for a white man to follow. His pacific mission, his Christian behavior and just



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DAVID LIVINGSTONE

dealing gained for all his people a kindly welcome. He showed the way to a right and successful method of travel, one dependent upon the fair and kind treatment of his own followers and of the peoples through whose land he passed. Africa is Livingstone's land because he first wrung from it its mighty secrets and made an open way for those who followed in his steps.

A spirited sympathetic life of Livingstone,<sup>1</sup> by Rev. C. Sylvester Horne, a member of the British parliament, has recently been published. Dr. Horne closes his volume by insisting that, while in the common acceptance of the term Livingstone was not a man of genius, that he was not brilliant nor strikingly original, yet

If human greatness consists not in any natural endowment alone . . . but rather in all the powers and faculties of a man's nature brought into subjection to one supreme disinterested ambition for the glory of God and the good of man, then few greater men have ever walked this earth than David Livingstone.

<sup>1</sup>David Livingstone, by C. Sylvester Horne, MacMillan Company, 242 pp., ill. 50 cents.

## CYRIL G. HOPKINS, SOIL BUILDER

A MAN who has worked out something of value to humanity can throw it against life to find its place or not according to the friends it makes. Or he himself can fit it into life—if he has sufficient courage. The latter course Dr. Cyril George Hopkins, soil-chemist, has taken. Special needs search out special men and it is time that the soil needs of this country were finding their men; men who, like Dr. Hopkins, attach themselves with passion to the work they have chosen until it comes to seem that the work has chosen them. Why?

Twelve thousand abandoned farms in the State of New York alone show what happens when the art of agriculture is practiced without knowledge of the science of agriculture. The South is poor with lands that are awaiting the application of science to become rich. The fertile soil of the Corn-Belt is, after sixty years of cultivation, showing signs of depletion. Farming in this country has been mere soil-snatching, forcing everything out of the soil and putting nothing back in. The population of this country is increasing, the West is shrinking. These are the facts that led Dr. Hopkins to take his knowledge of chemistry from the university out upon the land. He could have sent out his truths from his university chair, but he knew that nothing helps to create a demand for the seeds of truth like seeing a few of its fruits.

It wasn't always easy to get a farmer to listen—father's way was good enough. But the Doctor knows his power. He made local conditions yield their last secret before he began and he was sure of his results. Gathering in eighty-seven bushels of corn per acre is a powerful persuader to the man across the road who, farming in father's way, gets thirty-six. Farmers who have begun by sneering have ended by cheering.

The promulgation of soil salvation is with Dr. Hopkins a public duty and he is a citizen who puts public service above all consideration of personal convenience or welfare. He brings a priestly spirit and a soldier's courage to his work. He will not betray it in the smallest particular—he would go to the stake rather than vary one iota from the essential truth.

The fruits of his experimentation he has not been willing to take to the farmers only. Let me quote from an address given in 1910

before the Annual Convention of the Bankers Association of Illinois:

It is not only appropriate but imperative that we honestly face the facts and seriously consider the gravest situation that has ever confronted this great nation. The problem which now confronts America is nothing less than the maintenance of our own prosperity and civilization; for civilization depends upon education and only a prosperous nation can afford the general education or trained intelligence of its people. Poverty is at once helpless, and soon ignorant and indolent. An impoverished people cannot have adequate schools or schooling. Thus in India there is but one school for five villages, as an average, and ninety per cent. of the men and ninety-nine per cent. of the women in that great Aryan country can neither read nor write. . . .

The American farmer has learned well the art of agriculture in the hard school of experience, but the science of agriculture is almost unknown to him, and unknown not only to the farmers and land-owners, but also unknown to the local public officials, unknown to the teachers of the common schools, and unknown to the preachers, to the merchants, to the grain-dealers, and to the average banker. All these people must learn the science of agriculture in order to exert an influence which they must soon exert upon the practice of agriculture, if systems of positive soil improvement are to be generally adopted in this country before it is forever too late.

Every banker's farm, at least, should be a model of far reaching effect. It need not represent more work or more immediate profit than at present, but should represent more thought for the future; and this thought is to be given not only for the direct benefit of agriculture, but indirectly for the lasting benefit of every industry and every business. The bankers have more influence with the farmers than any other class of men.

Now such enthusiasm and devotion rest, in the case of Dr. Hopkins, upon the most exact knowledge. As a scientist he is painstaking and thorough. A failure to carry duplicate analyses could not happen in his laboratory, a mistake in figures would cause him to consult an alienist. This trait of thoroughness characterizes whatever engages his hand or brain. There is no slipshod worry to turn off drudgery. The power of his own enthusiasm and exactness has attracted to him men of enthusiasm and exactness. His department is notably strong and forceful, and, with its scientific finger always in the farmer's pie, in no danger of becoming academic. Petty theories have no chance with these men unless they can stand the test of hard experience. Crop rotation was at one time widely heralded as the cure





DR. CYRIL G. HOPKINS, OF THE UNIVERSITY OF ILLINOIS, WHO IS BRINGING TO THE FARMERS OF HIS STATE THE GOSPEL OF SOIL SALVATION

for all ills of the soil. Dr. Hopkins remarked in the commercial fertilizers, the Doctor that rotating the crops had the same effect upon the plant-food fund in the soil that pertinently asks: "Why buy nitrogen at rotating the check-book among the members from fifteen to fifty cents a pound in commercial fertilizers when the air above every acre contains seventy million pounds of free nitrogen which clover, soy beans, or any leguminous crop can draw from to imprison in the soil?"

What does the giving over of a forceful life to work of this sort mean? It means

just this—that all life is lifted up a notch. Science in the power of a man of high imagination, strong practical grip, and stern truth is a tool which helps in the realization of what life is meant to be. Specious shams and fair-sounding pretension have no place in its company.

If ever you meet Dr. Hopkins you will realize that he knows what he knows and you will know he knows it too. Also you will enjoy him. He is red-blooded, genial, a citizen, no recluse, religious, of course, for he is truly big, very human. He has that humility before which inspiration and truth reveal themselves. He takes his four year old boy with him on long trips because he likes his company. It is a measure of the significance of his vision that his mind pondering deep problems can meet with the mind of a child.

Dr. Hopkins has lived most of his life in the Middle West. He was born in 1866 in

Minnesota. He received the B. S. degree from the Agricultural College of South Dakota, the degree of Doctor of Philosophy from Cornell University. He has studied abroad. He knows the agricultural practice of European countries and how far it can be used to advantage upon our own soils. I have said he is very human; so you know he is married. He has two boys. He has invented Hopkins Condenser and Hopkins Safety Distilling Tube. He is the author of many books and pamphlets upon the soil. He has taught in the South Dakota Agricultural College and in Cornell University. He came to the University of Illinois in 1894 as chemist and Vice-Director of the Agricultural Experiment Station and Professor of Agronomy. He is of the stuff that dreams and then forces those dreams out of the realm of vision into the realm of reality.

## ILLINOIS WORKING FOR PERMANENCY IN AGRICULTURE

BY B. E. POWELL

OVER night, almost, farmers are organizing in Illinois; not small groups of farmers, but whole counties of them. The distinctive quality of their movement, which is called the "Illinois Movement" for permanent agriculture, is that the crop yield of the soil is to be doubled, not for our day alone but for posterity also.

The movement had its source in the Illinois Agricultural Experiment Station, whose teachings were taken up and disseminated by the farmers through their organization, the Illinois State Farmers' Institute. The newspapers double-head it, bankers and business men are organizing to help it along—not with sisterly sympathy, but with the cold, hard coin that represents their own sweat. Could better proof be offered of their faith in this movement, which promises—what? No less than to put new vitals into the insides of the earth. "Production with permanency" is the motto: and the Farmers' Institute, which comprises the more astute of the farmers of the State, has placed itself on record in no uncertain way as unalterably opposed to all methods of increasing crop production which do not include permanency.

These progressive farmers of Illinois have not taken this advanced position without good and sufficient reasons. They take full credit for fostering the investigations and experiments that have demonstrated, beyond question, that it is not only possible but profitable to farm in such a way that the soil grows richer rather than poorer from year to year. They take credit, too, for creating the sentiment which provides the funds that are making possible the detailed soil survey which informs every farmer as to the contents of his soil, so that he may intelligently supply the elements that are lacking.

### WHAT TO DO WITH NORMAL SOILS

As defined, the "Illinois System" then is to:

1. Know the composition of the soil.
2. Supply the elements of plant food needed in larger quantities than they are removed by crops.
3. Make the mineral elements available for plant food through the application of limestone, the growing of legumes, and returning the residues to the land.
4. Take advantage of every opportunity to fill the soil with active organic matter.



AN EXPERIMENTAL FIELD OF CORN IN ILLINOIS

(Plot on left had lime and phosphorous; yield, 4.6 bu. per acre. Plot on right had lime and potassium; yield, 72.2 bu. per acre. Potassium-made the difference between almost *no* crop and a *good* crop)

5. Put in systems of drainage that will take away quickly the surplus water which dilutes the plant-food solution, retards cultivation, and allows noxious weeds and grasses to usurp the nutrition the crops should have.

6. Encourage the breeding and the feeding of live stock, to practice a well balanced agriculture, and to introduce a thorough, comprehensive system of crop rotation, including systematic addition of plant-food elements.

7. And last, but by no means least, encourage the "New Country Life," propagate the "New Farmer"; relegate the old dreary drudgery, build modern sanitary homes and barns, and teach the children the importance, the dignity, the happiness, and the independence of farm life, and that it is their duty to themselves and to posterity to practice the "Illinois System" of permanent agriculture.

#### ACTUAL RESULTS OF SOIL TREATMENT

The men of the Experiment Station and the farmers' organization do not base their conclusions upon individual instances alone—though they are numerous—but upon figures that include the whole State and cover a long period of time. Notice, then:

The crop statistics reported by the federal government and confirmed by the independent statistics of the Illinois State Board of Agriculture show that the last ten-year average yield of corn for the State of Illinois is six bushels higher than for the twenty-five-year period preceding (before the teachings of the Experiment Station had begun to exert an

influence upon the agricultural practice of the State). A similar comparison reveals a three-bushel increase per acre in the wheat yield. This increase, in the case of corn, is very striking when one compares it with the statistics for other corn States in the neighborhood—Illinois' increase is from four to five times as great, according to federal statistics for the same periods.

Expressed in cash, these increases mean that owing to the teachings of the Experiment Station twenty million dollars clinked their welcome way into the pockets of the farmers. Pretty good, isn't it? If half a dozen men had made the twenty million by skillfully advertising some luxury it would be worthy of wide attention—good business, in short. But it isn't so spectacular when it is scattered widely among the farmers of the State, represented here by a college course for the son; there by a vacuum-cleaner and washing-machine for the wife; again by a new circular dairy barn; and everywhere and always by the "honk-honk" of the automobile that in these days follows the heels of prosperity. Well, it may not be spectacular, but it is soberly and sanely comfortable. And the ordinary citizen about his ordinary work is noticing the connection between soil salvation and crop production. Said the station agent at Tampico, Illinois: "For every car of potassium salts shipped into



A SEED-CORN DEMONSTRATION

(The difference between poor seed and good seed is readily seen in the above picture)

this station, eighty cars of corn are shipped out."

Here is the testimony of L. Klaas, of De Kalb County, Illinois, one of the first farmers to make use of the system:

I have been accused of being a nose-in-the-book farmer. Well, perhaps I do prefer to have my nose in a book rather than on the grindstone. It hasn't been a bad idea either that when I took my nose out of the book I let my hands follow what my nose had smelled out. For instance, when I read that potash was good for peaty soils I took it as a personal message. The result is that my land, which seven years ago did not yield me a crop of fodder, now gives me from eighty to one hundred bushels of corn for every acre. The answer to my problem was, "I find the potash." My land had everything in it to give me a good crop, but without the potash it was like a pantry with the door locked. Potash at the rate of 400 pounds to the acre is making rankest alkali soil yield enormously. My first purchase was a sack of 200 pounds. The

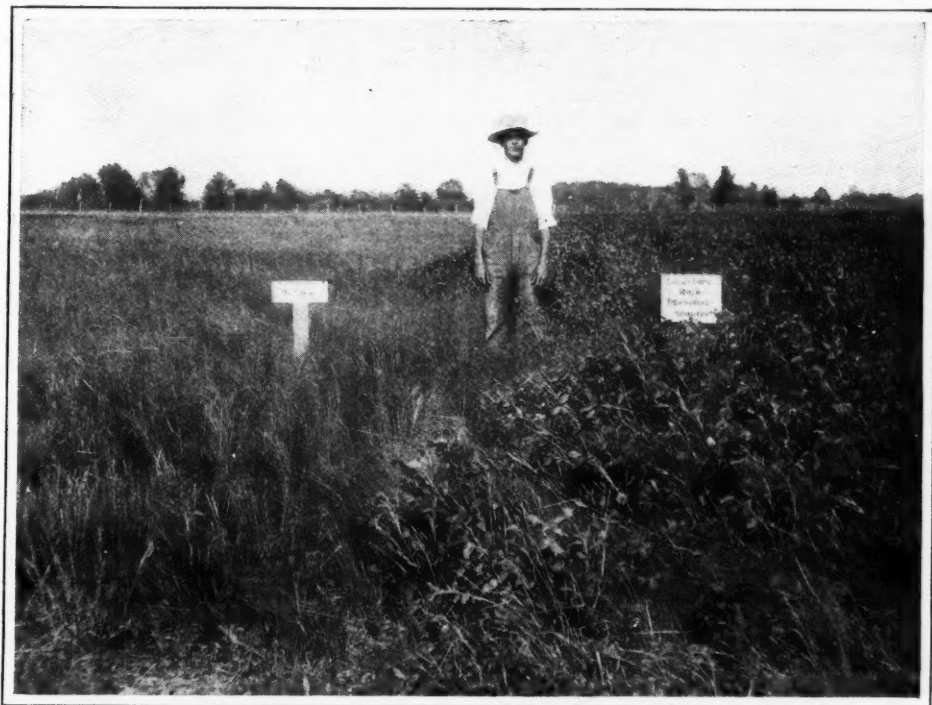
next year I got a ton and last year three tons. And my nose isn't out of the book yet, but it is permanently off the grindstone.

This movement began, as I have said, with the Agricultural Experiment Station. From it was sent out a tap root that has gripped the agricultural experience of the whole State until now great corporations, including business firms and railroads centering in the State, are donating vast sums for agricultural improvement; several counties already have soil experts whose duty it is to act as consulting agriculturists to the farmers of their county, and six or seven other counties are organized, or partly so, and are making plans to get a soil expert. Bankers, perhaps remembering the abandoned farms of their boyhood in the East, are especially active in pushing the movement. The Illinois Bankers' Association, earnestly believing in the soil doctrines of Dr. Hopkins, entered upon an active and forceful campaign to better the agriculture of the State. In the process of carrying on this project it has entered with enthusiasm into the fields of vocational education and legislation. Another result of these teachings for the preservation of the soil was the organization of the National Soil Fertility League, with headquarters in Illinois. Its ambition is to carry these same teachings to the whole country. Newspaper and professional men are "boosting"; even the ministers are preaching soil salvation and find it cures the sore corns which kept the men from church.

Whence came this movement? From test tubes, pot cultures, and possibly a green house? No, they were only allowed to help. It hatched out of the soil itself, an earth grub that science fitted with wings. Delving into earth problems the men of the Experiment Station found that farming as practiced in America was not farming at all; it was mining—gutting out of the bowels of the earth the nourishment intended for generations. Dr. Cyril G. Hopkins, at present prominently mentioned as the future United States Secretary of Agriculture, is the chief expounder of the doctrines of soil salvation. He has found that permanent agriculture upon normal soils requires the addition of but three elements: limestone, phosphorus, and plenty of decaying nitrogenous organic matter.

We could tell you the results obtained upon the university plats. Some of these agricultural plats upon the campus in Urbana were established in 1878—the oldest agricultural plats in this country. There are also more than thirty experiment fields in different parts of the State, twenty of them comprising





CLOVER ON FAIRFIELD EXPERIMENT FIELD, 1910

(The first crop, shown in photograph, made 3-5 ton of foul grass with but little clover where manure alone was used, and 2 2-3 tons of clean clover hay where the same amount of manure was used with limestone and phosphate)

about 700 acres that have been deeded outright to the university by interested parties. We could tell you of the crop yields upon them, but instead let us look at the results obtained by ordinary farmers who have profited by them.

Frank I. Mann is a farmer who lives near Gilman, Ill. His soil required for permanent production the addition of phosphorus and decaying nitrogenous organic matter. The former he supplied in the form of finely ground raw rock phosphate, the latter by including clover in a four-year crop rotation. The following table speaks for the results:

Two-Year Rotation Corn and Oats	Four-Year Rotation Corn, Oats and Clover	Same Rotation and 1,000 pounds per acre Phosphate applied once in four years
Corn, 34 bu.	54 bu.	70 bu.
Oats, 32 bu.	44 bu.	70 bu.
	Clover, 1½ tons	2½ tons

The cost of the rock phosphate amounted to only one dollar per acre per year. Surely this was a case where brain farming *in* yielded better than brawn farming *out*. The application of raw rock phosphate was as-

sured. Some have used the raw rock phosphate without plenty of decaying organic matter and the rock has lain sulkily in the earth and achieved for itself a bad reputation. It is as reasonable as to blame a beggar for starving with plenty of meat and bread in the restaurant window. But if the connection was not made between the food and the beggar's feeding apparatus, what could he do? Likewise if the connection is not made between the plant food and the plant's feeding gear how can it be nourished?

As for limestone, which corrects soil acidity, thousands of farmers in Illinois are now using it, although in 1905 scarcely a ton was used in the State. Indeed, in 1910 the Southern Illinois Penitentiary shipped out over 14,000 tons and it was only one of twenty sources of supply. Its use, demonstrated upon the university fields, has convinced the most skeptical until now it has entered into quite general farm practice.

This use of limestone has done much to make the raising of alfalfa possible, as legumes will not grow upon acid soils. Another factor that has made for alfalfa pro-

duction is Dr. Hopkins' discovery that the nitrogen-gathering bacteria upon the roots of sweet clover, which grows so plentifully along the road sides, will gather nitrogen also for alfalfa; therefore, soil inoculated with soil from a sweet-clover patch will grow alfalfa. Armed with these facts the Alfalfa Growers' Association, of which A. P. Grout of Winchester is president, is gaining enthusiastic adherents every year.

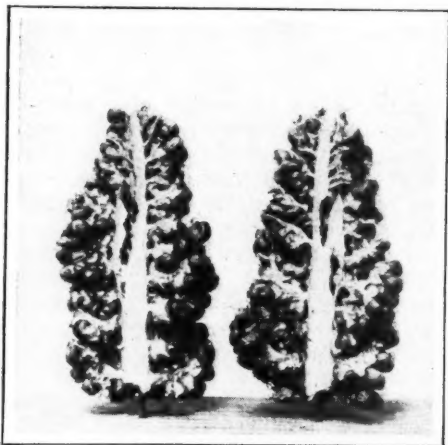
So far the movement for better agriculture in Illinois has kept close to the source of inspiration—the Agricultural Experiment Station. The soil experts are soil experts and not rich men's family Jonahs seeking jobs. The object is permanent agriculture, not the stimulation of the soil to a fury of crop production that must after a few years leave it flabby and barren. The movement is very significant in that it means the conservation of the normal. Hitherto what has soil conservation meant? Why, the reclamation of the comparatively few acres that must have irrigation in order to produce. Millions of dollars have been spent—and wisely—upon them, but should we therefore neglect the soils that are normal? We educate the deaf and the feeble-minded, but do we then consider our duty done and let the normal children grow up without education? Would not this be analogous to the way we have treated our greatest means of life, the soil?

Under Dr. Hopkins' direction the Experiment Station is at present engaged upon a most important piece of work. This is a soil survey of the entire State. Already half the counties have been so surveyed. When it is



BRANCH CORN (*ZEa RAMOSA*)

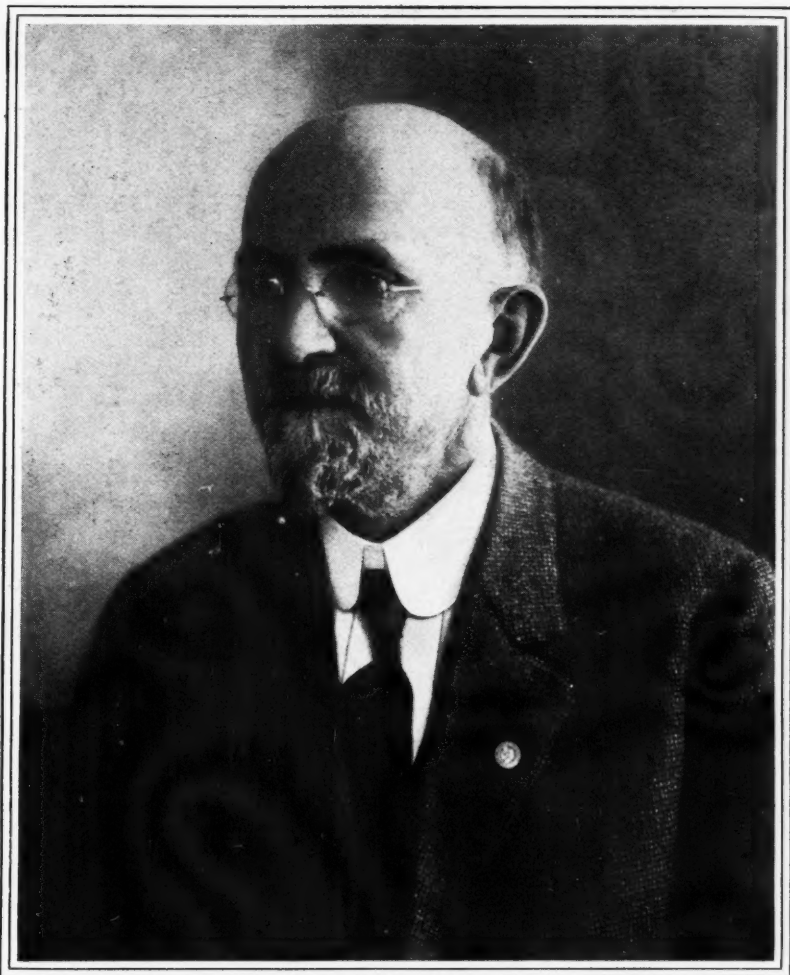
(This is a photograph of the parent ear of a new species of corn, found recently at the Illinois Station. Later ears are larger and better than this one. As seen from the illustration it has kernels all through the ear. One advantage claimed is that it will not be necessary to grind or chop it when fed to animals.)



THE HALVES OF THE PARENT EAR OF BRANCH CORN, SHOWING THE PITHY CENTER

(This new species is not a mere freak ear. It reproduces its form continually and faithfully in the progeny when kept free from mixture with other varieties)

finished any farmer, from the soil reports that the station publishes, can find without delay the needs of his particular soil. Thus it can be seen that the work of the station having been kept closely related to the farmer on the land has not become in any sense merely academic. Experimentation not only with soil but with seed is carried on constantly, but always with a practical end in view. The accompanying illustrations show that the seed is an important factor and is not to be neglected or forgotten. The branched ear of corn, a new species just discovered at the station, may easily prove of great practical value. Dr. Hopkins has succeeded in changing the chemical composition of corn so that a high-oil content or a low-oil content can be commanded. Curiously, too, the station has been able by selection to place the ear of corn high or low upon the stalk and to determine the angle at which it shall hang. Mother Nature is willing to do many things if science is set to woo her. And the practical man has need of these things.



MANAGER JAMES A. BARR OF THE PANAMA EXPOSITION CONVENTIONS BUREAU

## EDUCATION: A KEYNOTE OF THE PANAMA PACIFIC EXPOSITION

ONE of the most distinctive features of the Panama Pacific International Exposition, which is to be held at San Francisco in 1915, to commemorate the opening of the Panama Canal, is the attention which will be given to educational methods and ideas. James A. Barr, of San Francisco, secretary of the California Teachers' Association, and manager of the *Sierra Educational News*, has been appointed manager of the Bureau of Conventions and Societies of the Exposition. Mr. Barr is best known to the educational world through his work in Stockton, where he was Superintendent of Schools for

twenty years, and where he made a national reputation. His educational methods are described in a book, published some years ago, entitled "The Stockton Methods." Mr. Barr is now planning for an International Congress of Education at the Exposition, and his bureau is already in touch with more than three hundred American learned societies and many abroad. It is planned to hold most of the sessions of the educational conference at the University of California and Stanford University, and Dr. Benjamin Ide Wheeler and Dr. David Starr Jordan, presidents of these institutions, have promised to cooperate.



ON A COUNTRY ROAD

## THE MOTOR CAR AND ITS OWNER TO-DAY

BY ALBERT L. CLOUGH

THE American automobile industry is the young giant of the industrial world and is to-day bigger and stronger than any other machine-producing business. It was only in 1893 that the industry entered upon its serious experimental stage in this country and not until 1899 that it assumed anything like a commercial status. At the utmost it is only fourteen years old, but in the value of its product and the number of men engaged therein it has outstripped all the old established machinery industries. In 1902 there were about 9000 automobiles produced, while in 1912 the product was about 250,000 cars and thus the annual rate of production has increased nearly twenty-eight times in ten years. If the average rate of increase should continue, the 1913 production is likely to reach or even exceed 275,000 cars. The above figures are rather conservative than otherwise, and this year's production

may greatly exceed the estimate above given.

Ten years ago the United States was importing cars in large numbers, while to-day it is the largest automobile exporting nation in the world, thanks to the American system of interchangeable parts, large scale production, and advanced factory organization methods.

From the ugly appearing, hideously noisy, unreliable, underpowered horseless carriage of ten years ago has developed the graceful, noiseless, dependable car of to-day.

### SOCIAL SIGNIFICANCE

More noteworthy perhaps than the astounding growth of the automobile industry is the social change wrought by the advent of the self-propelled vehicle. Perhaps the most important influence of the automobile is toward the rehabilitation of the public high-





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#### FIFTH AVENUE, NEW YORK CITY, AS IT APPEARS TO-DAY

(The horse-drawn vehicle is now the exception; ten years ago the reverse was true)

ways as a transportation factor. Neglected during the period of the monopolization of long-distance travel by the railroads, they are now being improved and becoming real arteries of travel, as indeed they were up to the end of the first decade of the nineteenth Century. Hotels located upon the highways and remote from railway stations, which have languished during the period of railroad travel, have sprung into an undreamed of prosperity and have taken the places of the inns of coaching days, but with garage and gasoline facilities instead of stables.

A return to the country and to country life has been the dream of the sociologist and the automobile has proved the instrument by means of which this is being realized. No one can estimate its influence upon health in luring people out of doors and in abolishing the filthy, fly-breeding stable.

A new era in social intercourse has been opened by the general introduction of the automobile, so that friends and relatives hitherto separated by a tedious railway journey are now brought together by an exhilarating spin over the road, with the result that meetings are numerous and family and friendly calls, which were formerly a rare incident, are now, thanks to the automobile of very frequent occurrence. People are beginning to appreciate the beauty of the

home land and to learn its local geography through traversing it by highway instead of by rail. The owner of an automobile may truthfully say, "The world is mine;" for his car will carry him unflinching anywhere upon the earth where there are roads suited to ordinary travel. It will transport him from his door to the exact spot he wishes to reach, by the shortest route or any route he desires to take and, for all ordinary distances, more quickly than any other means of transportation. Moreover, it is available at any moment of the day or night. Until recently the motor car was regarded as a "fair weather" vehicle to be used in the summer and to be "jacked up" during the inclement season, but this is all a thing of the past, so that now, in many parts of the United States, in city and country alike, it is usable the year round, and in all parts of the country its use is entirely practical in cities.

#### MOTOR CAR VERSUS HORSE

It may unhesitatingly be stated that the use of a well-adapted motor car is cheaper than that of a horse-drawn vehicle if the user's time is valuable. The nearly universal discarding of the horse and the adoption of the automobile by physicians, who practice in districts where road conditions are fairly

favorable, is the best proof of the above assertion. These doctors are practical men and act upon economic and not upon sentimental considerations. In every application of the automobile for business or pleasure where time or convenience can be assigned a money value, a well chosen motor car proves economically superior to the horse.

A motor car can obviously render any service which the horse or the trolley can give and it is almost literally true that it can perform any service which local railroad facilities can render, and can do this at any time of the day and, practically speaking, on any day of the year.

#### SELECTING A CAR

There are about 1000 different models of motor cars built in this country this season and the selection of the one best adapted to the needs of an individual purchaser is a complicated and perplexing problem, for the average customer is restricted in his initial expenditure and must, moreover, consider questions of economy in operation and upkeep, the length of time during which the car he buys is likely to remain in serviceable condition, and the price he can probably obtain when he wishes to dispose of it.

Not many years ago there was a considerable element of risk in selecting a car, but now this is virtually eliminated and it may truthfully be said that, if the purchaser considers only makes of cars which have been sold in considerable numbers for a season or more, he incurs no danger of acquiring an unserviceable, undependable car or one unduly expensive to keep in repair. The chief element of risk in buying a car is that the purchaser may not duly consider his own requirements and thus the most important precaution to be taken by the intending motorist is to "be sure that he knows his own mind," that he has decided what type of car he requires and that he knows what he ought to pay for it. The mechanical end of the problem is pretty well taken care of by the manufacturer.

#### THE COST OF OWNING AND OPERATING

The principal items of expense entailed in the ownership and operation of an automobile may be grouped under two heads,—the fixed charge and the operative cost. The former can be pretty accurately predicted, while the latter can only be roughly approximated in advance. Under "fixed charges" the

principal items are: Depreciation, interest upon the investment, taxes, fire and liability insurance, registration and licenses, storage, and chauffeur's salary and expenses. Under "operative costs," it is necessary to take into account such items as the following: Tires, labor expended in adjustments, overhauling and the fitting of new parts, gasoline, grease and oil, replacements, washing and polishing, and painting and varnishing.

Considering the items of the fixed charges depreciation will first be discussed. This may be viewed from two standpoints, namely, the reduction in salable value which time inflicts upon a car and the reduction in service value to the original owner. An example will serve to illustrate each. A person buys a car for \$2000, uses it three years, and sells it for \$800 and has therefore parted with \$1200 of his capital in three years, or \$400 in each year he has owned his car. The rate of depreciation is thus 20 per cent. per year, which is a commonly accepted figure. Again, a car is bought for \$2000 and is used for ten years, when it becomes so antique and so expensive to keep in running order that the owner ceases using it and is able to realize nothing upon it. The annual depreciation upon it is thus \$200, or 10 per cent. Obviously, the longer one keeps a car in service the less is the annual depreciation. Depreciation in salable value takes place almost irrespective of whether a car is used or not, and thus the more constantly a car is used the less prominently the depreciation item figures in the total expense. Depreciation in service value depends more largely upon the extent to which a car is actually used. Fortunately, depreciation is becoming a less serious factor in the total, because, on account of better standardization and superior construction, cars may satisfactorily be used for longer continuous periods of time than formerly.

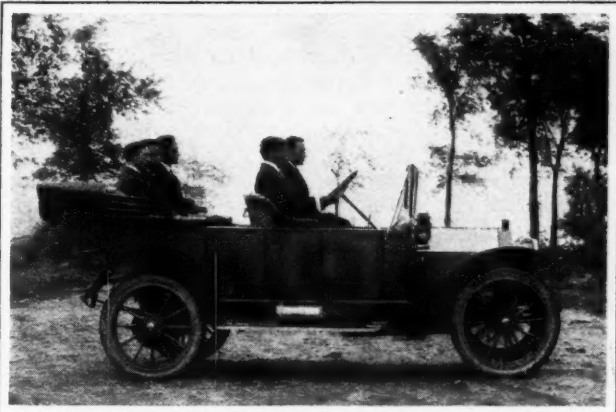
It is readily apparent that when one buys an automobile an amount of money is invested in it which could otherwise be so invested as to yield an income and thus there is to be included the yearly interest upon the purchase price of the car. As to the insurance item, if one cares to run the risk of serious financial loss due to fire or liability, the cost of these two classes of insurance, the rates for which are readily obtainable, need not be included in the fixed charges. The amount of the registration and license fees for any horsepower in any particular locality are readily ascertainable.

Considering now the operative cost, it may be repeated that this is, in a large degree,

under the control of the user. If he uses his car but little his operating expense will be low, while if he runs it constantly it will be correspondingly high. If he runs it recklessly and gives it imperfect care his running expense per mile will be very large, but if he operates carefully and gives his car the intelligent attention that it requires his mileage expense will be low. Take the matter of tires, for instance. A hard driver who is unwilling to spare his tires needless strains or to repair damages to them as they occur may not secure an average service

of more than 3500 miles from each, while a very considerate driver, who is willing to use care as to inflation and to make minor repairs just as soon as they are required, may average nearly 10,000 miles under the most favorable circumstances. The heavier, more powerful, and speedier a car is, the larger the tires which are supplied with it, and the tire equipment of all cars is supposed to be so chosen that nearly the same mileage should be obtainable from each set of tires, irrespective of the weight and horsepower of the car upon which they are used.

The outlay for labor expended in making adjustments, in oiling, and in the fitting of new parts, may vary from nothing at all to a very considerable sum. If the owner is a practical man who has a little spare time at his command nothing need be spent for this kind of service. As to overhauling, it is a fact that the average user throws away considerable money annually for having this

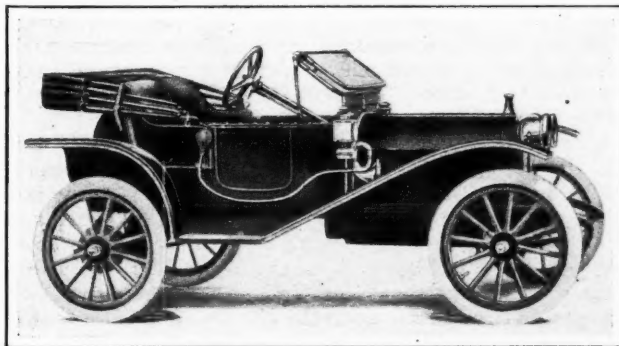


THIS 28-HORSEPOWER TOURING CAR IS PRICED AT \$1050. IT IS CONSIDERED A VERY GOOD HILL-CLIMBER

work done. Instead of having a general overhauling performed, the owner should, by the exercise of a little thought and observation, determine in what exact particulars his car is operating defectively and the causes thereof and have these defects corrected, but it is essential, at the end of each average season's use, if not oftener, to overhaul the engine to the extent of cleaning its internal parts of all carbonized gasoline and oil and perhaps of adjusting the bearings and the valve mechanism as well as grinding the valves to a condition of tightness.

The expenditure for gasoline in the case of any particular car increases almost directly with the mileage which it covers and is thus under the control of the user. Even at the present high price, the fuel cost is not so important an element in the total as it is generally supposed to be, being very considerably smaller than the tire expense, perhaps

not much more than one-half as great. The smaller the cylinder bore of a motor the less gasoline it uses in driving its car a given distance and a six cylinder motor of a certain horsepower consumes more fuel than does a four cylinder motor of the same horsepower. It is also pretty well conceded that a long-stroke motor is more economical of fuel than a short-stroke motor. Naturally, the heavier the car the more gasoline is required to move it a certain distance, assuming motors of equal fuel



A FULLY-EQUIPPED 20-HORSEPOWER RUNABOUT WHICH SELLS FOR \$750 (SEE PAGE 315)

efficiency in making the comparisons. The character of the carburetor used upon a particular car, and the perfection of its adjustment, are nearly as important practical considerations as the size and character of the motor itself, and are somewhat under the control of the owner.

It is within the power of every user to reduce his gasoline consumption to the minimum which his car is capable of, by keeping his carburetor in its best possible adjustment, his engine in good condition, and the whole car well lubricated.

The oil and grease item is, roughly speaking, about one-quarter that of gasoline.

#### REPAIRS NO LONGER A BIG ITEM

In the matter of replacements or repair parts, the modern car is unjustly suffering from "its previous bad reputation." There was a time when repairs were a staggering item in the motorist's budget, but fortunately that time has gone by. However, the tradition still lingers and applies to the highly perfected car of to-day which, when rightly used, generally requires no repairs of any importance until after it has traveled a distance expressible in tens of thousands of miles. The repair and replacement cost is, more than almost any other item, "up to" the owner, because all modern cars of mature design, whether large or small, are capable of operation without requiring replacements until after long service.

Careful lubrication is altogether the most important point bearing upon the repair and replacement item. How important it is people rarely seem able to realize until they have had personal experience. If automobile users ever formulate a creed, the first article in it should be, "I will at all times keep my car perfectly lubricated."

A car must be washed and polished at frequent intervals, if it is to be kept in a presentable condition and, if this is done at a garage, it will cost one dollar or more each time, but here again the matter is largely in the owner's hands, for the owner's man-of-all-work can be taught to do the washing and the expense held down to next to nothing.

It is good economy to varnish a car and to touch up the running gear each year, as it protects the paint and obviates the necessity of having a complete painting job done. The expense varies from \$15 upward for touring cars, dependent upon the size of the car and the character of the work.

#### CLASSIFICATION BY PRICE

To facilitate the consideration of the buyer's problem, the various models upon the market have been divided into seven arbitrary groups based upon their selling prices, as follows: Cars sold at less than \$1000; those selling at prices ranging from \$1000 up to, but not including, \$1500; from \$1500 up to, but not including, \$2000; from \$2000 up to, but not including, \$2500; from \$2500 up to, but exclusive of, \$3500; from \$3500 to, but exclusive of, \$4500; and those selling at more than \$4500. Individual cars in each class differ widely among themselves in their characteristics and cars with closely similar specifications are found in more than one group, so that the average characteristics of the cars included in each class are true only in a general way. The predominating type of motor and its average horsepower have been obtained for each price class, as well as the average wheelbase, size of tires, number of forward speeds, type of axle, the stated weight, and the selfstarter and lighting equipment.

The average expense of running a representative car of each class has been figured, but these estimates should be taken as mere approximations. The fixed expense of keeping a representative car of the various classes is not included in these estimates, but it may readily be figured for any individual case by following the suggestions given in an earlier portion of this article. Among items of operating expense, only those which are readily predictable are included, such as tires, gasoline, oil and grease, overhauling and varnishing have been considered. The tire cost is computed upon an average useful service of 5000 miles and it is also assumed that the average annual mileage made by a car is 5000. As the rate of increase of these items is in proportion to the mileage covered in a season, their amounts may readily be calculated for seasonal mileages, either greater or less than 5000. The price of gasoline is taken at 20 cents per gallon.

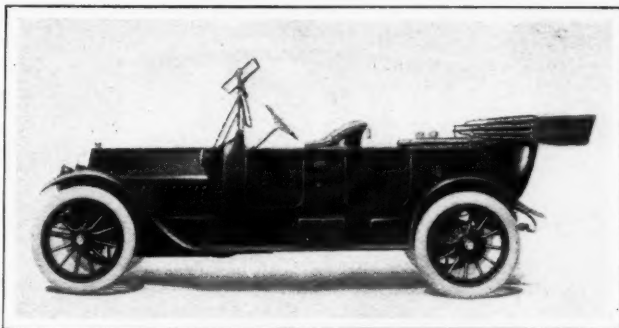
One thing should be said respecting the cars upon the market as a whole. Large or small, high-priced or low-priced, they are all practical motor vehicles in that they are all capable of traversing all highways open to regular traffic at reasonable speeds up to the usual legal limit. They are all reliable and safe up to the speeds for which they were intended habitually to be used.

Among the cars listed at less than \$1000 are necessarily found the smallest ones upon



the market, a part of them two-passenger runabouts, and the remainder five-passenger light touring cars. As runabouts they are among the most handy motor vehicles built, considering expense of operation and ease of maneuvering. As touring cars they are entirely practicable at moderate speeds. The average rated horsepower of their four-cylinder motors is about 17, but as most of them are long-stroke motors their actual average horsepower is probably considerably more than this, and the same thing may be said of the motors used in cars of most of the other groups. These cars are fitted with  $32 \times 3\frac{1}{2}$  inch tires and the type of rear axle used is generally the "semi-floating," although full floating axles are found upon a few of them. Their selective type gear-boxes provide three forward speeds. Selfstarters of the acetylene type are provided upon some of them. Their average weight, exclusive of body, as given by their builders is 1800 pounds, and their wheelbases average 105 inches. This is a long enough wheelbase for a light runabout and entirely practical for a small touring car, but it provides much less space for the passengers than can be found in larger cars, and while at low speeds fairly comfortable riding is assured, at high speeds these small cars cannot compare in stability with the larger ones.

As to equipment in general, it may be said that all American cars are sold fully equipped, that is, any article not included may properly be regarded as a luxury. The finish of these little cars is all that could be expected and the body lines are, in many instances, as tasteful as those found in any other class.



THIS TOURING CAR IS DELIVERED TO THE PURCHASER FOR \$1590

The operating expense of a car sold at less than \$1000 for 5000 miles:

One set of tires at \$23.35 per tire.....	\$93.40
Gasoline at 20 miles per gal.....	50.00
Oil and grease.....	12.50
Overhauling.....	40.00
Varnishing.....	18.00

TOTAL..... \$213.90  
or about 4.3 cents per mile for the above items.

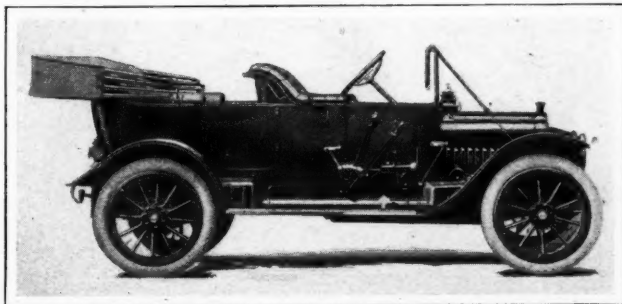
Among cars sold at \$1000 or more and less than \$1500 are found touring cars and nearly as many roadsters and there are also a few small closed cars. The four-cylinder motors employed average 24.6 rated horsepower. The tire sizes vary from  $32 \times 3\frac{1}{2}$ " to  $36 \times 4$ " with the  $34 \times 4$ " size rather predominating. A wheelbase of 111 inches is about the average and the average stated weight, exclusive of body, is not far from 2250 pounds. Selfstarters of the acetylene type are found upon quite half of these cars and upon a majority of them there is included either a partial or complete electric lighting system. Three-speed gears and semi-floating axles prevail in this class, but floating axles are quite numerous offered. The roadsters in this class are able vehicles, the touring cars are somewhat roomier and easier riding than in the class below, and are well adapted to light service of this kind.

The expense of a car sold at less than \$1500:

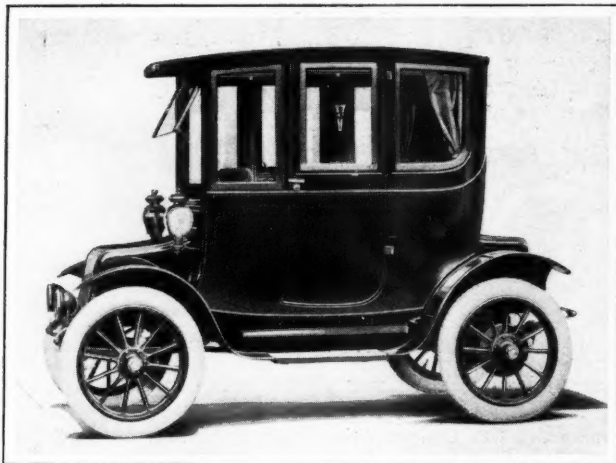
One set of tires at \$35.45 per tire....	\$141.80
Gasoline at 16 miles per gal.....	62.50
Oil and grease.....	15.62
Overhauling.....	50.00
Varnishing.....	22.00

TOTAL (5000 miles).. \$291.92  
or about 5.8 cents per mile for the above items.

The group of cars selling at \$1500 or more and at less



A 30-HORSEPOWER, FIVE-PASSENGER TOURING CAR ELECTRICALLY STARTED AND LIGHTED; PRICE \$2500



AN ELECTRIC COUPÉ, \$2800

(Electric vehicles are growing in popularity for city and suburban service)

than \$2000 may be called the lower medium-priced class and is a very popular one. It includes a very large proportion of touring cars, a considerable number of roadsters, and not a few closed cars. The touring cars are sufficiently able, large, and easy-riding to fit them for quite extensive and comfortable service and the closed cars are entirely creditable for persons of moderate means.

Four-cylinder motors of about 30 horsepower prevail in this class, but the six-cylinder motor begins to be a factor as it is found upon a number of the models. Tires of the 36 x 4 inch size prevail quite largely, the average wheelbase is about 119 inches, and the average chassis weight as given by the manufacturers is nearly 2700 pounds. Floating axles are the rule, and while three forward speeds

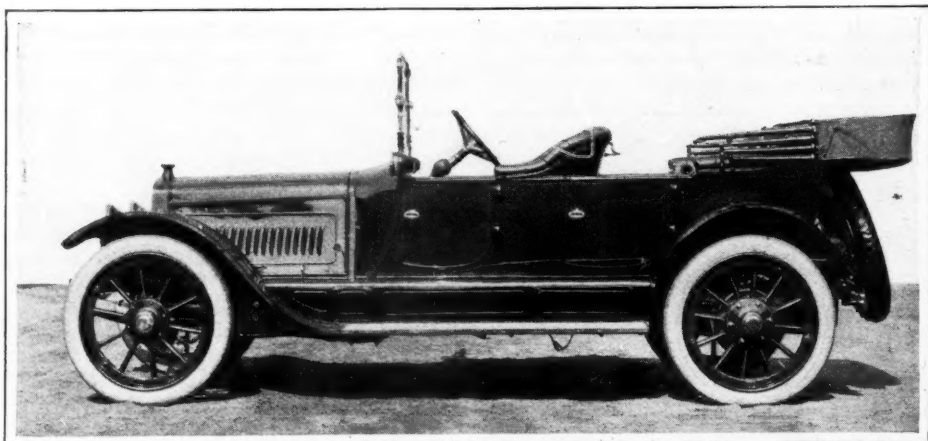
are generally provided, four-speed gears characterize quite a number of the models. Practically all the cars are equipped with positive electric self-starters, and a complete dynamo and battery system of electric lighting is included in the equipment of nearly all.

The expense of a car sold at less than \$2000:

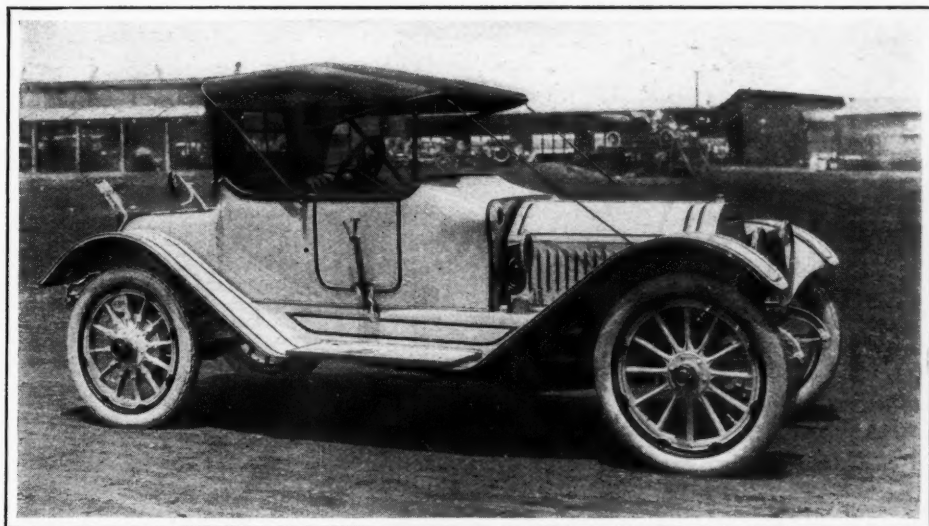
One set of tires at \$37.70 each .....	\$150.80
Gasoline at 15 miles per gal. ....	66.66
Oil and grease .....	16.66
Overhauling .....	55.00
Varnishing .....	25.00

TOTAL (5000 miles) ..\$314.12  
or about 6.28 cents per mile for these items.

At prices ranging from \$2000 to less than \$2500 can be bought cars which may be described as belonging to the upper medium-priced class, in which four-, five-, six-, and seven-passenger touring-car models predominate, but in which are included a goodly number of roadsters and a very considerable proportion of closed cars, such as coupés and limousines. Four-cylinder motors preponderate in this group, but there is quite a representation of sixes. The average rated horsepower of the motors in this group is about 34; an average wheelbase of about 123 inches is here to be found and the tires are of the 36 x 4½-inch size on the average. Full floating axles are almost universally used and the average chassis weight is not far from 3000 pounds. Four-speed gearboxes are also in



A GASOLINE CAR WHICH MAY BE PURCHASED FOR \$3250. (SEE SECOND TABLE, OPPOSITE PAGE)



A \$3600 CAR. (FOR EXPENSE OF OPERATION, SEE TABLE ON PAGE 318)

evidence, although three forward speeds is the rule, and electric starters and complete dynamo systems of lighting are practically universal.

These cars are powerful and comfortable enough, as high-speed touring cars, to meet the requirements of all but the most fastidious of users and as closed cars are well adapted to the service of all users of modest tastes.

The operating expense of a car sold at more than \$2000 and less than \$2500:

One set of tires at \$47.40 each.....	\$189.60
Gasoline at 14 miles per gal.....	71.40
Oil and grease.....	17.85
Overhauling.....	55.00
Varnishing.....	30.00

TOTAL (5000 miles)..... \$363.85  
or about 7.3 cents per mile for these items.

In the class of cars selling at \$2500 or more and at less than \$3500, the six-cylinder motor begins to preponderate over the four-cylinder upon the numerous touring cars and increasingly large proportion of closed cars which it includes. The average rated engine horsepower is about 38 and the motor is more likely than otherwise to be of the six-cylinder type. Tires of the 36 x 4½-inch size are most commonly used and the chassis weight is not far from 3000 pounds upon a wheel base averaging not far from 127 inches. Full floating axles, electric starters, and complete electric lighting systems characterize this class and four speed gears are about as common as the three-speed type. The cars in

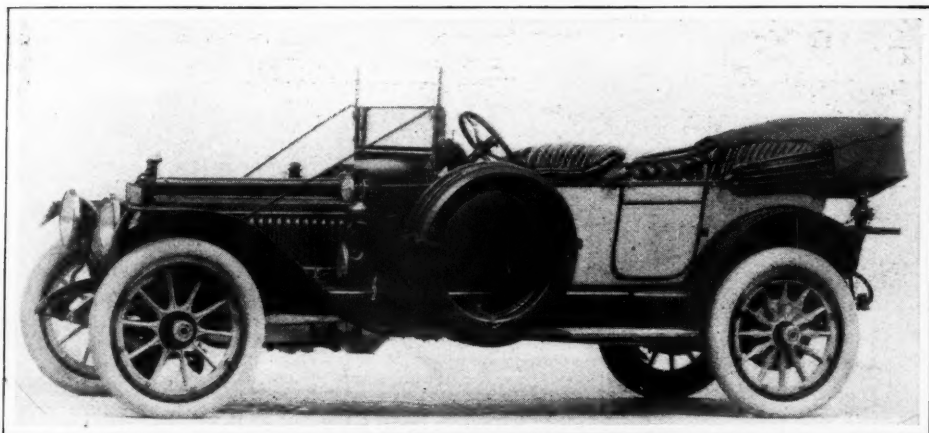
this class may properly be regarded as strictly high-grade vehicles, suitable for the severest touring service, and they are splendidly finished and luxuriously appointed.

The operating expense of a car sold at \$2500 or more and at less than \$3500:

One set tires at \$47.40 each.....	\$189.60
Gasoline at 12 miles per gal.....	82.32
Oil and grease.....	20.58
Overhauling.....	60.00
Varnishing.....	35.00

TOTAL (5000 miles)..... \$387.50  
or at the rate of 7.75 cents per mile for these items.

In the class of cars which sell at \$3500 and less than \$4500 are found most of the highest grade and highest-priced touring cars which the market affords. They represent the last word in automobile construction as to power, speed, comfort, elegance of appearance, and completeness and quality of equipment. In this class are also found a large number of distinctly high-grade limousines and other closed cars. A majority of these cars have six-cylinder engines and there are a number of them which make use of the Knight motor. The average rated horsepower of these cars is about 40, but it is in reality very greatly in excess of this. Four speed gears preponderate over the three-speed type, the average wheelbase is about 130 inches, and the average chassis weight is not far from 3175 pounds. The tires are most commonly 36 x 4½ inches, but larger sizes such as 37 x 5 are sometimes used. Naturally, the electric



A FIVE-PASSENGER PHAETON PRICED AT \$4150

starter and the highest grade types of electric lighting systems are features of the cars in this class. The operating expense of cars of this class for 5000 miles will be approximately as follows:

One set tires at \$47.40 each.....	\$189.60
Gasoline at 11 miles per gal.....	90.90
Oil and grease.....	22.72
Overhauling.....	75.00
Varnishing.....	50.00

TOTAL..... \$428.22  
or at the rate of 8.56 cents per mile for these items.

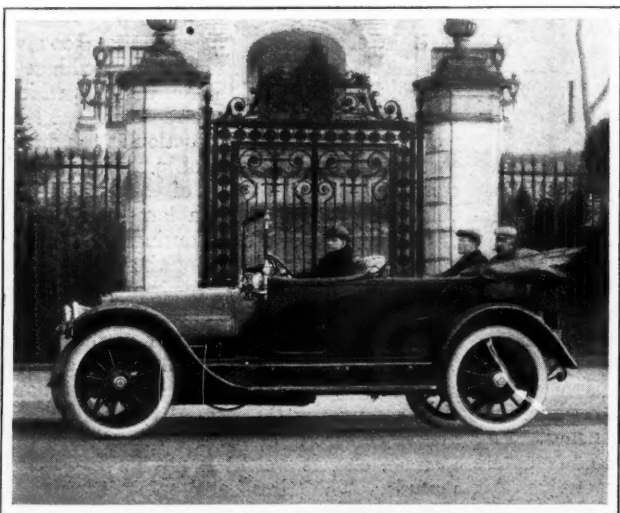
The class of cars listing at over \$4500 is composed very largely of seven-passenger limousines, landaulets, and berlines, mounted

upon chassis of the \$3500—\$4500 class, but there are, of course, some seven-passenger touring cars among them. They are cars de luxe in every respect known to the automobile art and represent the acme of power, smoothness of operation and reliability. Being mainly six-cylinder cars, with heavy bodies necessitating 5 or 5½ inch tires, they are somewhat more expensive to operate than the cars of any other class.

From the brief and rather general bird's-eye view of the automobile market given above it must be evident that every class of buyer can find therein a car suited to his purse and other requirements and it is only necessary for him to "pay his money and take his choice" among the offerings.

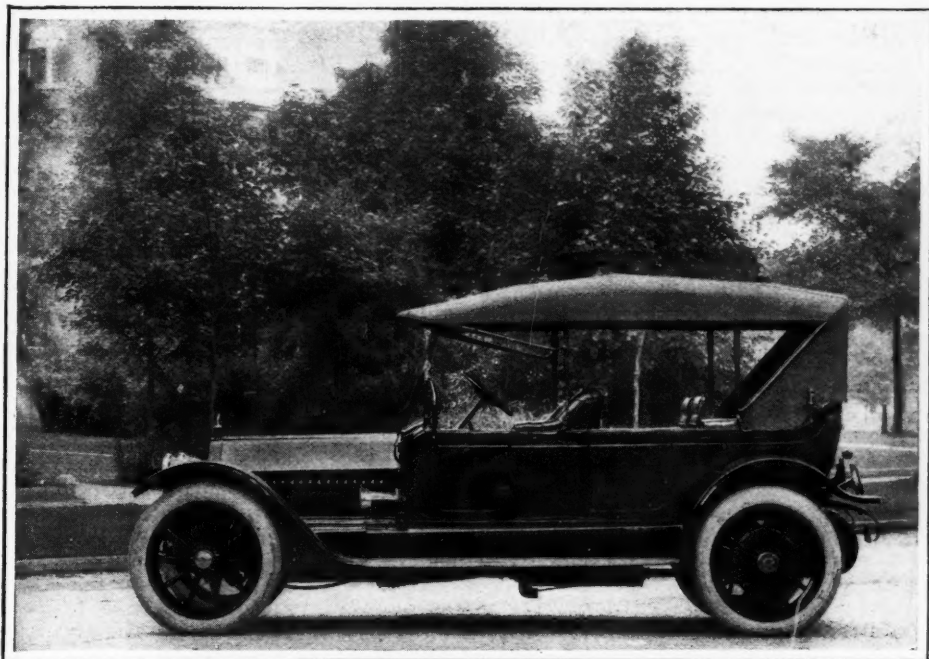
#### ELECTRIC CARS

Though far less spectacular, the development of the electric vehicle has been hardly less remarkable than that of the gasoline car. Its inherent cleanliness, ease of control, freedom from fire risk, readiness for instant service in cold and hot weather alike, and the small amount of attention it requires, have always been and still are strong points in its favor. Within recent years its mileage capacity upon a single charge has been practically doubled and charging stations are now so well and widely distributed that it



A SEVEN-PASSENGER CAR, \$4750



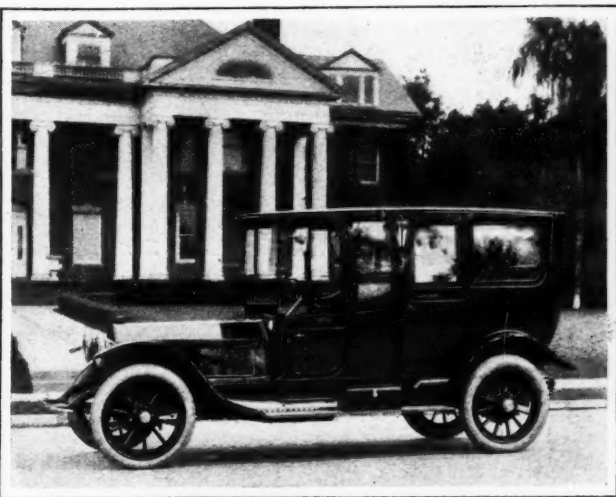


A \$5000 SEVEN-PASSENGER CAR

may be used for touring in closely settled parts of the country. The increase in mileage capacity is attributable to the introduction of new forms of battery, such as the Edison and the newer forms of lead battery, which not only are much lighter in proportion to their capacity, but are much more durable and less expensive to maintain, and to the more economical application of battery power to the driving wheels, resulting from the adoption of simpler and more efficient transmission mechanism and axles, the use of better bearings, the silent chain, and more economical motors and control systems. Improvements in mechanical construction, such as mounting of the motor upon the body, where it is spring-supported, instead of upon the axle where it is a dead weight, have rendered it exceedingly easy riding, and refinements in body design have imparted to it a gracefulness which the earlier models sadly lacked.

Central station companies

have begun to promote its interests by offering lower charging rates, by establishing storage-battery service departments and charging stations, and popularizing the use of various types of rectifiers for home charging. Indeed, the development of various types of rectifier for converting the alternating current into direct current suit-



A \$5300 LIMOUSINE

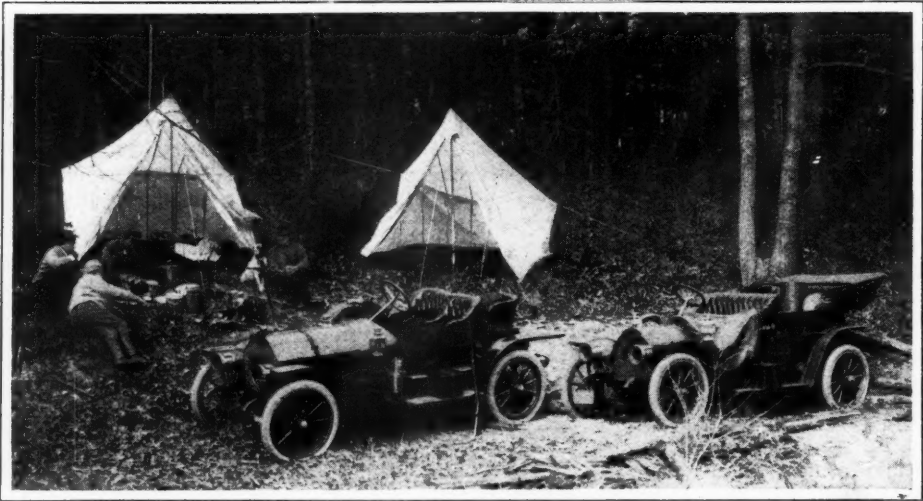
able for battery charging, has played an important part in popularizing the electric vehicle. The latest rectifiers are efficient, can be successfully operated by inexperienced persons, and can be installed in the private garage at a reasonable outlay. Some of the later ones are portable and can be carried upon a car, so that charging may be performed wherever the car may be if only a source of electric current be available.

The rapidly rising price of gasoline in conjunction with the reduction of electric power rates have rendered the electric an increasingly serious competitor to the gasoline car.

Electric vehicle garages are now a common institution in the larger cities and this has proved an important factor in electric car development as they insure expert attention to this class of vehicle which cannot be expected when it is stored in garages catering mainly for gasoline car business. Such garages generally charge a flat rate per month for all service required by an electric car and

this arrangement enables an owner to know in advance what the keeping of his car will cost.

Electric roadsters of most tasteful body lines are now obtainable which, in speed, are the equals of gasoline cars for city and suburban service, and electric touring cars closely resembling the latest designs in gasoline cars are also to be had, but it is probably in the closed-car field that the electric is preëminent. Inside-driven electric coupés and limousines are upon the market which for comfort, refinement of finish, and general adaptability to their purpose leave absolutely nothing to be desired and it is safe to say that for town car service, in which the owner is also to be the operator, the electric coupé or limousine is without a competitor. Without a shadow of doubt, the electric vehicle is rapidly "coming into its own" and is destined in the near future to become a principal factor in urban and suburban transportation.



A CAMPING PARTY IN THE WILDS



SAINT LAWRENCE, WITH SS. COSMO AND DAMIAN, WITH PORTRAITS OF THE DONORS, ALESSANDRO DEGLI ALESSANDRI AND HIS TWO SONS, AND ST. BENEDICT (?) AND ST. ANTHONY, BY FILIPPO LIPPI, (1406-1469)

(Early Renaissance art; following in its stiffness the Byzantine style of Early Christian art, yet more realistic; probably painted (on wood covered with gesso,—whiting and glue), in water color mixed with white of egg, called "tempera" painting. The colors are in a superb state of preservation demonstrating the permanency of "tempera." Lippi was educated, from the age of eight, in a monastery, and we discover here the profound seriousness and religious calm of the "Primitives")

## WHAT THE MORGAN ART COLLECTION MEANS

BY ERNEST KNAUFFT

BY the time this magazine reaches the reader he will have been informed by the daily and weekly press of the collection of thirty paintings which Mr. J. P. Morgan brought from his English art treasures and loaned indefinitely to the Metropolitan Museum of Art, New York, where they were put on exhibition in January, and were visited by 15,000 spectators on the first Sunday afternoon that they were shown, and by exceptional crowds ever since.

The reader will have learned that never before in the art history of this country have so many valuable paintings been shown in one gallery. The "Raphael" alone is reported to have cost \$500,000. The reader will further have become familiar with the subjects of these paintings, who the "Duchess of Devonshire" (painted by Gainsborough) and "Miss Farren" (painted by Lawrence) were, the part "The Earl of Warwick" (painted by Van Dyck) played in the colonization of America. He will have heard a great number

of anecdotes that are associated with the painters of these pictures. These data and the anecdotes are all legitimate matter for the student to concern himself with, but the answer to the question, "What is the significance of the Morgan collection," is not found in historical or anecdotal data. The true answer is—these paintings form in themselves a rare object lesson in the phenomena of art.

They allow one to study by the laboratory method—What is hydrogen? Find it. What is an oxide? Find one. What is a cell? Find it under the microscope. That is the best laboratory method. President Jordan, of Leland Stanford, tells a story of Professor Agassiz's method of teaching; it runs something like this: Professor Agassiz was teaching in his summer class at the sea shore; a teacher from the West was a new pupil; he showed her one day a mineral—we'll say feldspar; she took it and said, "I am glad to see this, Professor, for while I have taught



RAPHAEL'S "VIRGIN AND CHILD, ENTHRONED WITH SAINTS." ON THE LEFT OF THE VIRGIN, ST. CATHERINE AND ST. PETER, ON THE RIGHT, ST. ROSALIA, (OR ST. CECILIA, OR ST. DOROTHEA) AND ST. PAUL

(The work of one of the world's most gifted artists, a remarkable picture to be painted by a youth of twenty-one, though it is not a great Raphael,—not even a great painting. Perhaps America will never see a great Raphael, so we must be content with one that represents the Umbrian master's early method. Painted in 1505, a year before his famous "Marriage of the Virgin" (Lo Sposalizio), it represents his early manner when he was influenced by his master Perugino. Here we have a connecting link between the Byzantine manner of Lippi and the modern manner of Van Dyck, Rubens, and Velasquez)

about it often I have never actually seen feldspar before!"

The whole principle of modern laboratory instruction is embraced in this anecdote. It ought to be obvious that the Morgan paintings are analogous to the feldspar. There are many American teachers who have been instructing their classes about the old masters, and many members of art clubs who have been writing papers upon them, who have never, or rarely, seen the best examples of the old masters.

These teachers and essayists, as well as art students, have long had access to photographs and prints from most of these identical Morgan paintings, and from paintings equally great, just as Professor Agassiz's pupils had seen illustrations of feldspar. But while one may obtain the pictorial essence of a painting from a photograph of it, one cannot obtain the color essence from that photograph, even if it be polychromatic, one must see the painting itself. The significance, then, of the Morgan collection is that one





"PORTRAITS OF A GENOESE LADY AND CHILD," BY VAN DYCK

(Van Dyck was born in Antwerp in 1599, practically a century after Raphael; he, too, was a prodigy. He was a pupil of Rubens, and his work has often been confused with that of his master. He traveled in Italy, learned much from Titian, so that his style is partly Flemish, partly Italian. The color in the woman's gown, a rich dull red, painted in with masterly strokes, is worthy of special study)

stands before the actual great painting, and need seek no further. The painting is authentic and *sui generis*. These paintings must be studied with an appreciation of the possibilities of color, or more definitely speaking, the possibilities of pigment. We can trace here, in this one room, the very development of modern painting. From the tempera painting by Lippi, showing the kind of painting executed before the days of oil painting; and then from Raphael, showing the early kind of oil painting, through several stages to modern oil painting as practiced by masters like Velasquez, Van Dyck and Reynolds. Thus, at a glance we see the development of oil painting, and its many possibilities. Visitors to the Morgan collection would do well not to interest themselves too much in the subjects of the paintings, since the subjects may be studied at home from photographs. But one should stand in the center of the room, glance at the entire collection, and see what a harmonious ensemble the four walls make; even though there are nearly four hundred years' distance between the execution of the earliest painting and the last. (The Lippi was painted about 1450; the Turner about 1841). Each one harmon-



"THE INFANTA MARIA THERESA," BY VELASQUEZ—SPANISH 17TH CENTURY SCHOOL

(Velasquez is rated higher to-day than he was a hundred years ago. He is probably the favorite of a majority of painters, not particularly for his subjects but because his art of using oil paint is superb. His pictures do not look like colored drawings, as do Raphael's, for example, but seem a perfect unity in pigment. He painted details with great breadth and noted his values (that is the relative strength of the colors of objects) with remarkable accuracy. He portrays the distance *into* the picture with great precision)

izes with the other because they are all fine or to represent its light and shade. The paintings. This harmony is brought about study of each painting separately should by the artists being more or less true to the then be taken up, referring, from time to time, to the other paintings in the room, local colors they imitated—now red, now blue, now black—and yet painting these to see how similarly, so far as tone effect is concerned, most of the painters have worked. Intelligent study of symphonic music embraces the understanding of both the quality of each instrument and the tonal quality of the ensemble. Intelligent study of a gallery of old masters requires study of each picture and its relation to the tonal ensemble of the collection. A picture in discord with that tonality is apt not to be of first rank.



"LADY. BETTY DELME AND HER CHILDREN," BY REYNOLDS.—ENGLISH 18TH CENTURY SCHOOL

(A beautiful example of English 18th Century art; much more freedom in the brush work than in the Italian examples; a great deal of atmosphere in the picture; almost perfect harmony of color, that is very refined, in that there is a marked absence of white high lights. There are no whites whatever in the picture. Standing off at a distance of twenty-five feet and surveying this picture and the Rubens and Van Dyck which hang near it, one will notice this absence of white and will be able to study three very distinguished paintings)

From Lippi to Turner, a stretch of four centuries, was a period of tremendous development in the technique of the art of oil painting. Lippi stands for tempera painting, and the freshness to-day of the color of his "Saint Lawrence" proves that the technique of the "Primitives" was sound. There is religious depth in the work, also, that is not found in 18th and 19th century work, so that using the term development, we do not mean to indicate positive progress. The word stands for a certain achievement of realism that was found in the work of Rembrandt and Velasquez. A realism that is found in most all subsequent paintings. It is a great opportunity to be able to stand in the center of the Morgan collection and take in this development at a glance.

It will be seen from our illustrations how comprehensive the collection is and the "captions" underneath them, in a measure, describe some of their attributes. Of course there are, however, many other treasures among them. A beautiful Rubens is a portrait of "Anne of Austria." Standing off at a distance, one notes that the picture is very low in tone, that there are no disagreeable white lights upon it, that it "takes its place" beautifully on the walls. This quality may be due to the original whites having faded, but we are inclined to think that is an example of the Flemish master's best painting, intentionally low in tone. Indeed, this canvas and the one next to it, by his pupil Van Dyck, are two superb examples of the "Grand Style,"—canvases that would add distinction to the most beautiful room, though it be in rich old carvings and the walls tapestry covered. One might not like these two pictures as much on examination as one likes the "Duchess of Devonshire" or "Miss Farren," but after several visits to the gallery one becomes conscious of the charm of the "Grand Style." The color in the woman's gown in the Van Dyck "Portraits of a Genoese Lady and Child" is particularly worthy of prolonged study. Here, again, is forced upon us the practical value of the Morgan exhibition. It is only by looking at the painting itself that one can form an adequate idea of the rich coloring that Van Dyck was capable of getting. No engraving, no print, can reproduce the extreme beauty of the rich red of the lady's gown. The painting itself is the object to be enjoyed—enjoyed above a print, just as we enjoy a fine Eastern hand-woven rug above a Philadelphia machine-woven copy of it. The design might be the same, but the colors would not be. Van Dyck lived and painted in England, leaving fine works behind him. These works greatly influenced the English school of portrait painting—Reynolds, Lawrence, Gainsborough, etc.—and the English school is splendidly represented in the Morgan collection. Besides the Reynolds we reproduce there is his dignified portrait of the "Duchess of Gloucester,"—somewhat faded in color, but firmly brushed in.



"MISS FARREN, LATER COUNTESS OF DERBY," BY LAWRENCE.—ENGLISH 18TH CENTURY SCHOOL

(Lawrence was not a great painter like Titian, Velasquez or Whistler—not even the equal of Reynolds—but he had exceptional talent, he was a virtuoso of the brush, and his portrait of Miss Farren shows him at his best. True, the sky is too dark, and the summer landscape has been objected to as not in keeping with the muff and boa, but the work is charming in the extreme, and was no small accomplishment for a painter of twenty-one!)

"The Duchess of Devonshire," by Gainsborough, is one of the best known pictures in the world.

Gainsborough was a greater painter than Lawrence. He differentiated his sitters more markedly, but his brush work was not so broad as Reynolds's, nor was his style quite so dignified. He stooped to the pretty more often. His "Duchess of Devonshire" has many of the traits of Lawrence's "Miss Farren"—as a subject it is supremely charming, but, unluckily, as a canvas it has evidently been so "restored" that it must rank much below the Lawrence.





SCENE OF A WRECK DUE TO HIGH SPEED AT CROSS-OVERS

(A four-track line well-built and maintained, but with too short cross-overs from one track to another. After several accidents due to taking them at high speed in disobedience of signals and orders, the cross-overs on this railway are being lengthened.—From report of Public Utilities Commission of Connecticut.)

## AMERICAN RAILWAY ACCIDENTS— A “SAFETY FIRST” CAMPAIGN

BY HERBERT T. WADE

**T**HE striking frequency with which fatal and disastrous accidents occur on even the best of American railways, and the extraordinary record of deaths and injuries incident to their operation are matters that now are receiving serious attention throughout the United States. Not that there is anything new in the succession of casualties that are from time to time chronicled by the daily press, for long have they been considered inseparable from American railway operation, but it is now recognized that such a condition is as intolerable as it is unnecessary, and in so far as it is preventable every effort should be made for its improvement.

Employees, through committees of safety and in other ways, are endeavoring to manifest increased care and in this they are being encouraged by the operating officials themselves. Equipment and appliances are being improved by the railways, though they claim that in this they are hampered by legislation and regulations which in their opinion require expenditures that more profitably could be directed in other channels to secure greater safety. Investigations, technical and practical, by the Interstate Commerce Commission are showing the public and the railways themselves shortcomings, and while these are *post mortem* rather than preventive, yet they are helpful as presenting the problem in concrete and authoritative form.

That safety on the railways is a matter of gravity requires but few of the many statistics compiled on this subject clearly to demonstrate. During twenty-four years, for which complete statistics are available, there have been 188,037 persons killed and 1,395,618 persons injured on the railroads of the United States. Every seven minutes during this quarter-century one person has been killed or injured with ceaseless regularity, and civilization, with its legislation, invention, and efficiency studies, has done little if anything to stop a slaughter that is comparable with war.

### A YEAR'S CASUALTIES

During the year ended June 30, 1912, on the steam roads in the United States 10,585 persons were killed and 169,538 were injured,—an increase over the previous year, and a number somewhat in excess of the average. That even a slight increase comes with improvement in conditions of equipment and operation is indeed discouraging, yet not all of the casualties by any means were connected with the ordinary conduct of transportation, and the year showed a decrease of thirty-eight from 1911 in the number of passengers killed.

Of the total casualties 400 railway employees were killed and 92,363 injured in so-called “industrial accidents,” which include

all not connected with the movement of locomotives or cars on rails, such in fact as would be common to any industry. The employees killed on duty numbered 2920 and the injured 49,120, while the casualties of employees not on duty aggregated 315 killed and 959 injured. Passengers to the number of 139 were killed in train accidents and 9391 were likewise injured, while other causes were responsible for 179 killed and 6995 injured. Trespassers to the number of 5434 were killed, 91 of them in train accidents, and 5687 were injured, 151 of these suffering in train accidents. Persons, other than passengers and employees, not trespassing who experienced casualties aggregated 1198 killed and 5023 injured, of whom 13 of those killed and 277 of the injured suffered in train accidents.

Spread before the public in various reports by the Interstate Commerce Commission and enlarged upon by the newspapers, as are such statistics, a general feeling prevails that the standard of safety on American railways in comparison with those of Europe is strikingly low, and that it is becoming lower each year. Such, however, is not the case, and while much remains to be done to provide increased safety for passengers and railway employees in the United States, no blanket indictment can be brought, based on European experience. The problem, such as it is, is plainly American. The fundamental circumstances are entirely different and the conditions are in no way comparable. American temperament, American manners, morals, and methods of government are not less concerned than American ideas of railway engineering and operation. In mechanical equipment many American railways are superior to those of Europe. Nowhere in the world have appliances for safe-guarding railway transportation been so highly developed as in this country, states the critical Block Signal and Train Control Board of the Interstate Commerce Commission. "Our problem is essentially peculiar to this country, and must be solved in the light of conditions existing here," says Commissioner McChord, and the slightest examination of the matter will convince any investigator that he is correct.

But demands for adequate and efficient transportation often have outstripped means for the extension and improvement of material equipment, and as a result on many lines much remains to be done to secure adequate safety in travel.

To this need of increased safety the more enlightened railway men from operative to

president are now alive. They realize their shortcomings, and though often making excuses more or less plausible, they know that defects in line and equipment, speeds in excess of strength of track and roadway, carelessness in operation, and poor conditions of maintenance are responsible for many disasters. Rules warning against unsafe speeds have been promulgated, speed recorders have been introduced into the cabs of locomotives, and the various engineers are constantly testing materials, particularly rails, inspecting track and roadway, while curves and grades are being reduced, new signals installed, and various measures looking for increased safety taken.

#### FATALITIES TO TRESPASSERS

To explain or place the responsibility for American railway accidents it is desirable to consider not only the extraordinary totals, but separately the various classes into which the casualties are grouped. Every day fourteen people in the United States are killed while trespassing, but this is through no fault of the railways, whose right of way is not a highway, but private property, subject to the same rules and protection as the property of an individual.

In the twenty years from 1890-1909, inclusive, fatalities to trespassers constituted 53.09 per cent. of all the accidents on the railways of the United States. In this period 163,171 persons were killed, of whom 86,733 were trespassers, nor has the situation shown any improvement as the 1912 statistics quoted above show, since they form 52 per cent. of the total fatalities of that year.

In Chicago, where track elevation has proceeded at a cost of \$70,000,000 to the present time, trespassing in violation of the law takes place on the elevated structures to such a degree that the railways have to maintain a special police service. In their efforts here, and it is true at other places also, they do not receive the support of the magistrates, for in one three-months' period of 339 arrested but 67 were punished.

#### ACCIDENTS AT GRADE CROSSINGS

It may be urged that many accidents befall those who are not trespassing and who may have legitimate business on railway property, such as highway crossings, etc. In 1912 those suffering casualties who were neither passengers nor employees but were not trespassers included 1198 killed, and

WRECKED BY BAD TRACK<sup>1</sup>

(A derailment where the track was completely destroyed, and one person killed and twenty-five injured. "This accident was caused by the bad condition of the roadway, it not being sufficiently well maintained to enable the operation of trains to be carried on in safety." Such conditions suggest desirability of government inspection before rather than after accidents)

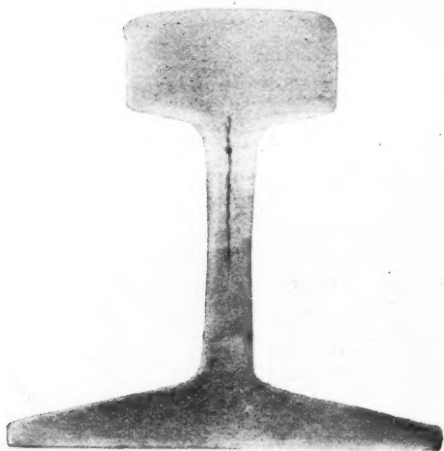
5023 injured, of whom 113 were killed and 277 injured in train accidents. It is in this group that accidents at grade crossings figure, and though such calamities are all too frequent and there should be no abatement in abolishing such crossings, yet they are not responsible for as many accidents as might be imagined. In the five-year period 1905-1909, inclusive, 4800 persons were killed and 21,581 injured who were not trespassers, and exclusive of passengers and employees. Of these 4261 persons were killed at grade crossings as compared with 17,861 killed at other points along the line, and of this number 3231 were non-trespassers. Of those killed at points other than highway crossings there were but 392 non-trespassers, whereas at other points on the line 1757 were non-trespassers, most of the casualties at other points being to those engaged in loading and unloading cars and the performance of other industrial work.

#### ACCIDENTS TO TRAINS

Although accidents to trespassers and those neither employees nor passengers account for over half of the reported casualties

and are indeed serious, yet they are matters for which the general public rather than the railways is responsible, and when it is sufficiently aroused they will cease. But more important are those accidents to employees and passengers connected with the moving of trains. Many of these are unavoidable and the chance of their occurring is a proper risk incident to the business. There are, of course, disturbances of roadbed and track due to landslides, floods, washouts, etc., which occur suddenly and unexpectedly and which are naturally more serious in new or mountainous country, especially where solidity or massive construction is impossible. There are also accidents due to malicious tampering with track or switches and like acts which no human agency can prevent. These must be considered ordinary hazards, just as fog and storms at sea. But there are many accidents that are plainly preventable, and it is to them that railroads and government commissions are turning their attention and it is to these that the interest of the general public should be directed in support of the present movement for safety.

<sup>1</sup> This and the following scenes of accidents are reproduced from official photographs loaned by the Interstate Commerce Commission.



STUDYING A DEFECTIVE RAIL

(Polished surface of fragment of the rails, showing fissure in the web, used for metallurgical study)

## COLLISIONS AND DERAILEMENTS

The two most striking classes of railway accidents in the United States are collisions and derailments. The gravity of these accidents may be appreciated by the following table compiled by the Interstate Commerce Commission, showing train accidents in the United States for four years:

	1912	1911	1910	1909
Collisions.....	5,483	5,605	5,861	4,411
Damage to cars, engines and road.....	*4,330	4,302	4,629	3,109
Killed in collisions....	378	436	433	342
Derailements.....	8,215	6,260	5,918	5,259
Damage to cars, engines and road.....	*7,197	6,550	5,195	4,372
Killed in derailements.	394	349	340	264
Total collisions and derailements.....	13,865	11,865	11,779	9,670
Damage.....	*11,527	9,852	9,824	7,480
Killed.....	772	785	773	606

\*Damage in thousands of dollars.

Up to September 1, 1912, eighty-one serious accidents had been investigated by the Interstate Commission through its technical experts. Forty-nine of these were collisions and thirty-one derailments. Of the thirty-one derailments, fourteen were either directly or indirectly caused by bad track and five of them were probably due to excessive speed in violation of existing speed restrictions. In three cases the track was obviously unsafe for operation, even at low speeds, and in one case the derailment occurred on straight track while the train was running at about thirty miles per hour. Forty-eight of the forty-nine collisions were caused by

errors of employees, such as failures to obey orders or signals to keep clear of superior trains, improper flagging, and failure to control speed at dangerous points, while errors of train dispatchers or telegraph operators were responsible for six accidents, and to errors of block signal operators or towermen in giving improper signals were due four accidents.

## POOR TRACK AND HIGH SPEEDS

Defective roadway in 1912 was responsible for 1877 accidents, in which 102 were killed and 2,766 injured. A track may be badly laid on a poorly constructed bed; the rails themselves may be defective in design or in manufacture, yet such deficiencies may be comparative and relative, and develop to a dangerous degree only when traffic is operated at an excessive speed for the particular track or where trains of undue weight are used. Nevertheless the failure of rails in the tracks is a growing evil, as is indicated by statistics. In 1902 there were 78 accidents due to broken rails; in 1912, 363; or a total of 2,422 in eleven years. In 1912 such accidents were responsible for 52 deaths and injuries to 1,065, and damage to road and equipment and cost of clearing wrecks, aggregating \$2,836,242.

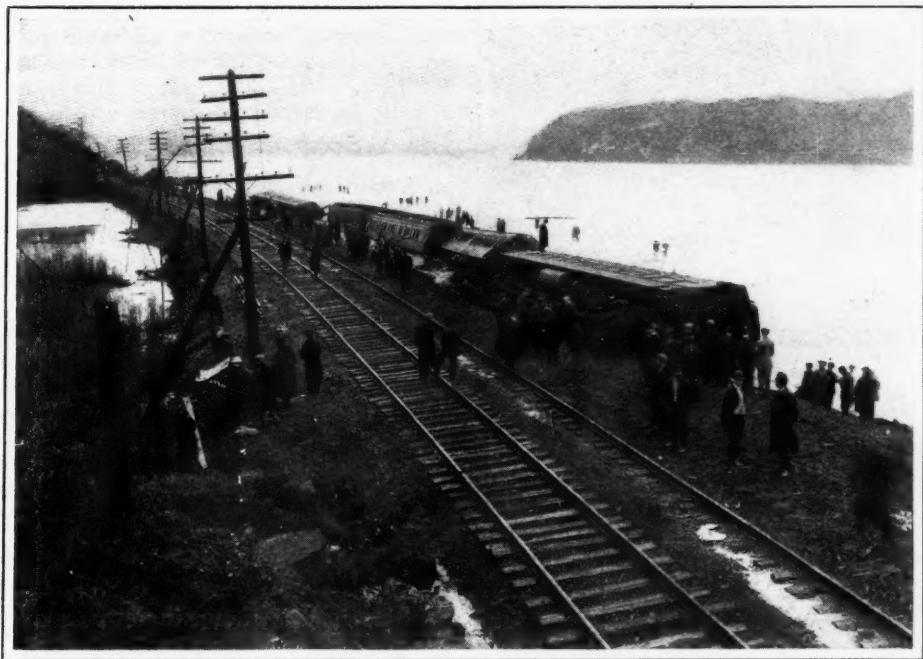
During the exceedingly cold winter of 1911-12 there were many rail failures, and in-



DEFECTIVE RAIL CAUSING A DERAILEMENT IN WHICH TWENTY-NINE PERSONS WERE KILLED AND SIXTY-TWO INJURED

(Excellent conditions of roadway, signals and maintenance, but a rail unable to withstand strain. Section of fragment showing transverse fissure in the head and slag-split web)





HIGH-SPEED AND HEAVY TRAIN ON A CURVE

(General view of derailment of the high-speed train caused by a broken rail and resulting in injuries to 51 passengers and 22 employees. Accident probably due to spreading of rails under high speed, and heavy traffic)

vestigations made of rails already in place revealed the fact that the older designs of rails were defective in many instances. In an examination of the rail fractures on the Harriman lines and their relation to the temperature, it was found that the 80-pound and 90-pound rails with the American Society of Civil Engineers cross-section showed an average number of failures in the cold months of 1909, 1910, and 1911 double or treble the number occurring in the warm months. On the other hand, the more recent 90-pound section of the American Railways Association showed no greater number of failures in the winter than in the warm months, and was less than the older sections. To-day every rail that goes into a railway is carefully recorded and the entire question is being investigated and the best conditions of manufacture ascertained. Railways are enforcing more rigorous specifications as regards composition, treatment, and strength.

#### DEFECTS OF EQUIPMENT

However, derailments are not caused solely by faulty condition of the roadway, but defects in the equipment, such as wheels,

axles, brake rigging, draft gear, couplers, etc., all contribute to the record, which in 1912 amounted to 3847 accidents, in which 68 were killed and 1197 injured. This was the greatest number ever recorded by the Interstate Commerce Commission.

Where a derailment occurs, or a collision, it is the wooden cars that suffer the most, and many a fatality has resulted that would have been avoided had steel cars been used. That legislation should be had to require their use was recommended by the Interstate Commerce Commission in its annual reports for 1911 and 1912 and by several State railway or public service commissions.

But the railways themselves are alive to the dangers of wooden cars and, as fast as circumstances permit, on many lines they are being replaced by those of steel, or at least by those with steel underframes, which are reasonably safe except for danger of fire from the gas-tanks.

In the consideration of safety it is true that there are various physical causes which scientific engineering, invention, and effective maintenance can improve, yet from the record of most of the accidents, the crux of the whole situation seems to be that Amer-



FAULTY TRACK CAUSING AN ACCIDENT

(Section of track on which a train was derailed at a speed of thirty miles an hour. Note irregular spacing of ties, poor condition of road bed, lack of spikes and rotten ties from which spikes have pulled. One passenger was killed and twenty-five passengers injured in this accident)

ican railroading is now face to face with the more important human factor which never has received adequate attention.

#### THE HUMAN ELEMENT

Unfortunately there are many wrecks for which the same explanations, one cannot say excuses, must be offered. As Commissioner McChord has pertinently stated, "There is a dreary monotony in the sameness of the reported causes of these accidents. Year after year derailments and collisions due to identical causes are reported." And for most of these the failure has been in the human element.

The Interstate Commerce Commission, when it investigated the 49 serious collisions, of which 48 were caused by errors of employees, found that 33 occurred on roads operated under the train-order system and 15 on roads under the block system. This would seem to indicate that mechanical devices are not of themselves guarantees of safety but must be supplemented by individual care and responsibility.

Nevertheless, mechanical devices should be employed wherever possible to facilitate operation and not only to make the work of employees surer, but automatically to check them, and they have proved their value beyond question. The best method, and one recommended by the Interstate Commerce Commission, is to insist upon the protection of all tracks by an efficient block-signal system, keeping all trains certain intervals apart, and where the traffic warrants it by an inter-

locking system. But the block-signal system, unless in connection with the automatic train stop described below, does not eliminate entirely the human factor, and it must be considered in connection with good discipline and skilful operation, but it does reduce the dangers to a minimum and effectively protects the various lines.

#### AUTOMATIC TRAIN STOPS

The block-signal system at best merely indicates and it has been argued extensively that some form of automatic train stop would prevent collisions where engineers had passed danger signals, either inadvertently or in disobedience of their indications. In many quarters there has been a demand for the immediate installation of such automatic train stops, and their successful performance on various subway and elevated lines has been urged in their behalf.

The Block Signal and Train Control Board of the Interstate Commerce Commission in its report of December 26, 1911, after a careful examination of the various devices in use in this country and abroad approved the general method and stated:

The information obtained from tests, together with knowledge of the general state of development of the art of automatic train control, leads the board to conclude that there are several types of



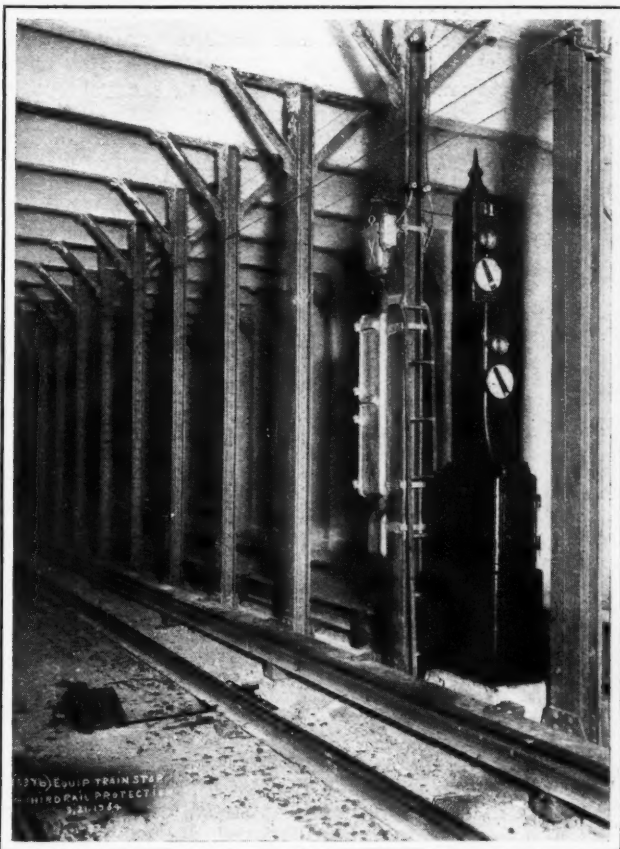
REPAIRING THE EFFECTS OF FROST

(Section of track where the effects of frost had to be counteracted by the use of "shims" or wedges to preserve the proper level. How too high "shimming" has weakened the holding power of the spikes. To this was due the inability to resist the tremendous strain of heavy locomotive and train rounding a curve at high speed and the resulting spreading of the tracks producing a derailment)

apparatus and methods of application which, if put to use by railways, would quickly develop to a degree of efficiency adequate to meet all reasonable demands. Such devices properly installed and maintained would add materially to safety in the operation of trains. In many situations under conditions existing in this country, the board is convinced that the use of automatic train stops is necessary to the safety of trains.

Of course it is realized that much further experimentation is needed before a satisfactory device can be evolved for all railway lines. The feeling has been growing that such a step is necessary and the Interstate Commerce Commission, in its formal report of the accident at Westport, Conn., on October 3, 1912, said, "Railroads ought to unitedly experiment with the automatic train stop until a device of practicability for general use shall be evolved."

The automatic stop is in practical and successful use, and the experience of the Boston Elevated, the Interborough Rapid Transit Company of New York, the Hudson & Manhattan Railway in the Hudson River tubes and the Pennsylvania in its electrical sections



**AUTOMATIC STOP AND SIGNALS IN THE NEW YORK SUBWAY**  
(Automatic Block Signal and Automatic Train Stop on the New York Subway. If the motorman passes the visual signal indicating danger, the automatic stop sets the brakes on the train. The automatic stop on the New York Subway is said to have failed but once in 277,846 movements, and the automatic signal but once in 401,115 movements)



**MECHANICAL TRIP IN SUBWAY**  
(Mechanical trip which sets the brake on the train. The lever on the right is swung to a vertical position by gravity when the danger signal is set and comes in contact with a movable arm on the truck connected with the brake mechanism)

about New York, and especially in the tunnels under the rivers, was mentioned. All of these lines handle a vast traffic at small headway and without delay; in fact, in the New York subway express trains are run under a headway so low as one minute and forty-three seconds, and more than a million passengers a day are handled, some three-fourths of whom are carried in express trains, protected by the automatic stop in connection with the automatic-signal system.

It must be admitted, however, that these trip signals, which are connected with the electro-pneumatic automatic block signals for the most part, are installed either in a tunnel or on an elevated structure and are not exposed to such conditions of weather and temperature as would be experienced on open track, but there is every indication that

this or some other form can be developed to a point of practical usefulness and absolute surety.

In the electric railway at Spokane, Wash., a device is in use whereby an arm extending out from a semaphore post breaks a glass tube on the roof of the motor car which permits air to escape from the brakepipe.

#### IS THE AUTOMATIC STOP DESIRABLE?

The questions, however, are brought up immediately, Are such devices in the interest of good railroading and will they not tend to weaken the skill and responsibility of the engineer, who to-day is one of the most respected and efficient of railway employees? Will not his status, and incidentally his salary, be reduced toward the level of the subway and elevated engineer, or motorman, who, as a cynical manager remarked with a degree of exaggeration at the time of a strike, could be reproduced with some two hours of training? If an engineer is going to disregard signals, is he competent to handle a train with its many lives, and if he is constantly checked up automatically, will he develop the skill, keenness, and self-reliance necessary to his work? The operating men on the railways are by no means a unit in favor of automatic train stops and emergency brakes, nor are such individualists as Mr. J. O. Fagan, the author of "Confessions of a Signalman," and many of the representatives of the Brotherhood of Locomotive Engineers, who see in their introduction the opening wedge toward the automatic operation of trains and a system of central control.

#### ARE THE LABOR UNIONS TO BLAME?

With the responsibility for so many accidents placed directly on the shoulders of employees, it is not strange that the status and the influences of their brotherhoods and other labor organizations should enter into the discussion. On one hand, it is claimed that the growing strength of the railway brotherhoods has served to weaken discipline by preventing the discharge of offending members and by rendering the exercise of authority by subordinate officials more difficult. Furthermore, it is urged that in raising the general standard of employees the spirit of individualism and individual responsibility has been in large part diminished, so that the railroads have large groups of mediocre men where they need in the more responsible positions the services of men of considerable initiative,

responsibility, and dependence. This is the argument advanced by a large number of operating officials who claim that railroads can only be ruled by autocratic exercise of authority and complete responsibility for the maintenance and discipline by the superintendent or other officer concerned.

Men of this type look upon the growth of labor union, with their ability to make an issue of individual cases and bring them to the attention of the highest officials, as a distinct menace. A very similar position is taken by Mr. Fagan, and his own opinion expressed publicly on many occasions is very pessimistic as regards the present status and efficiency of railway employees. On the other hand, the members of the brotherhoods claim that they have increased the standard of the individual workman, that they have encouraged sobriety and responsibility, and have protected individuals from favoritism and dislike on the part of superintendents, whose unrestricted authority might mean the development of a personal machine under his control with as unfortunate results to the railway as to the men. The spirit of standardizing they may have carried to an extreme in many cases, but they have also maintained a reasonable degree of efficiency and usually their conduct of labor disputes has been carried on at a high plane. At all events in most cases the railway brotherhood seems to have the support of the general public and whatever their merits or demerits are a force to be reckoned with and one that the railroads can ill afford to antagonize, since it is one that they are unable to eliminate.

#### SHOULD RAILWAY WORKERS BE EXAMINED AND LICENSED?

America has not yet government ownership of railways, but government control is beginning to play an important part, and it does not require great imagination to foresee the time when railway workers may be examined and licensed just as physicians and many other professions and trades whose activities concern the entire community. If in the public estimation railway employees need regulation they will soon receive it, to judge from the present temper of the people, and as this unquestionably will become a Federal matter it doubtless will be done with such thoroughness and uniformity as is involved in the licensing of pilots and marine engineers, with corresponding penalties for shortcomings.

But aside from the responsibility of the railway employee to the public for its safety there are other points to be considered. It is





A WOODEN CAR IN A REAR-END COLLISION

(A rear-end collision where thirty-nine passengers were killed and eighty-six passengers and two employees injured. Due to failure of engineman to observe and be governed by block signals and failure of flagman to use signal torpedoes. Majority of fatalities occurred in rear car, a wooden coach, whose fragments are seen in foreground. Contrast this with steel cars in other photographs)

the employee who most often is killed or injured. His life is no less precious to him than to other men, and notwithstanding insurance and benefit systems of the railways or of the railway labor organizations, the death or incapacity of an individual means a serious loss to his family. If the number of casualties keeps decreasing there will be a corresponding decrease in the amount of the assessments. To the railway it means that if an experienced employee is killed or incapacitated his place must be taken by one less experienced and the work handled, at least for a time, less efficiently and expeditiously. An efficient employee is an asset to the railway no less than an efficient engine, and with changed conditions in operation this is becoming more important than ever.

#### PROTECTING RAILWAY EMPLOYEES

The large number of deaths and injuries and the knowledge that many of these were caused by defective appliances and conditions of operation, early aroused the attention of the Interstate Commerce Commission. In 1889 there was begun an agitation for the

abolition of the link-and-pin coupler, for a standard height of draw bar, for grabirons on freight cars, and for power brakes on locomotives and cars, with the result that on March 2, 1893, the first Safety Appliance act was passed, which provided for power brakes and the use of automatic couplers. A reasonable amount of time, which was twice extended, was provided for the provisions of the act to go into effect and supplementary acts, aiming at increased protection and giving specific powers to the commission, have been passed. Inspection and prosecution were carried on by the Interstate Commerce Commission to enforce the various statutes and the results have been distinctly beneficial. Thus, according to Commissioner McChord, from 1893 to 1911 there has been a reduction from 11,710 to 3175 in the total of deaths and injuries in coupling accidents, or a decrease of nearly 73 per cent. This decrease has occurred with vastly increased tonnage carried by the railroads, while longer and heavier trains can be handled and time saved in their make-up and movement by the use of the automatic coupler and air brake. After the safety of railway employees had



TELESCOPED IN A REAR-END COLLISION

(Rear-end collision between first and second sections of a trans-continental express. Accident caused by failure of flagman to protect his train properly, and in part by the action of the train despatcher in permitting the second section to enter a block not cleared by the first)

been looked out for by requiring proper appliances it became evident that many accidents were caused by working an inordinate length of time without suitable hours of rest. Accordingly there was passed the Hours-of-Service law which, approved March 4, 1910, limited hours of labor of train men and telegraph operators, the law taking effect one year from the date of its passage.

#### SAFETY COMMITTEES

Perhaps one of the most important agencies toward securing increased safety for passengers and employees is the active propaganda among railway men directed by safety committees where both employees and operating officials are represented. The object of this plan is to bring home to various employees the fact that they, rather than the stockholders or officials, are the ones to lose their lives and suffer injuries as the results of accidents and to impress upon them the fact that many of these accidents are caused by their own carelessness, negligence, or disobedience of orders. "Safety First" is the motto of these various organizations and campaigns, and while the work is mainly done by representative employees the higher

officials take a lively interest in it and frequently announce officially such golden rules of railroading as, "It is better to cause a delay than to cause an accident." At the same time they urge upon employees that it takes less time to prevent an accident than to report one and urge a spirit of care and thoughtfulness in all operations.

This movement, which at the end of the year was participated in by forty-six railways in the United States with a mileage of 145,297 miles, has had a most thorough test on the Chicago & North Western Railway, where Mr. R. C. Richards, General Claim Agent, organized a series of committees that gradually developed into a system that extended to other railways and put Mr. Richards in the fore-front of a movement that has since become national. On the Chicago and North Western, beginning in 1910, meetings were held, first of the division officers and foremen, to which later the men were invited, and then on each division safety committees were organized with representatives of each class of labor. An effective organization was formed by January 1, 1911. It was made plain that every accident shows that a man, roadbed or appliance is wrong. Each man is responsible for the safety of others and each

man performing his functions properly increases the safety and efficiency of the entire system. Committees were formed with similar functions, also in the terminal yards and shops, as accidents were occurring there as well as on the main line, and here again it was the men rather than the bosses who were getting hurt. The members of committees are paid for their time and expenses while attending the meetings, and making trips of inspection. They are furnished with detailed reports of the various accidents as they occur and any suggestions made by the various representatives are considered carefully in the committee and if deemed desirable are recommended to the proper officials for adoption. The campaign includes lectures, demonstrations, moving picture exhibitions and mass meetings, and a banner is awarded to the division showing the best record.

The success of the safety committee movement on the Chicago and North Western Railway is shown by the accompanying tabular statement of the reduction in the number of accidents for twelve months ending June 30, 1912, the first year that the plan was in complete operation, as compared with twelve months ending June 30, 1910, or the year before the adoption of the safety committee idea.

			PER CENT.
17	fewer trainmen killed, a decrease of	44.7	
1562	" " injured, "	47.	
9	" switchmen killed, "	50.	
111	" " injured, "	17.	
3	" stationmen killed, "	50.	
134	" " injured, "	18.3	
7	" trackmen killed, "	25.	
700	" " injured, "	40.1	
2	" bridgemen killed, "	66.6	
87	" " injured, "	27.7	
1	" shop and round-house men killed, a decrease of	25.	
190	" " shop and round-house men injured, a decrease of	15.	
AN INCREASE OF			
1	car repairer killed in 1912.		
31	car repairers injured in 1912.		
1	unclassified man killed in 1912.		
31	unclassified men injured in 1912.		
TOTAL REDUCTION OF			
37	fewer employees killed, a decrease of	34.6	
2722	" " injured, "	31.5	
2	" passengers killed, "	18.2	
207	" " injured, "	22.3	
65	" other persons killed, "	28.	
119	" " injured, "	19.5	
TOTAL			
104	" persons killed	29.5	
3048	" " injured	34.	
1912 1910			
KILLED-INJURED KILLED-INJURED			
Employees.....	70 5,907	107 8,629	
Passengers.....	9 721	11 928	
Other persons....	170 487	235 606	
	249 7,115	353 10,163	

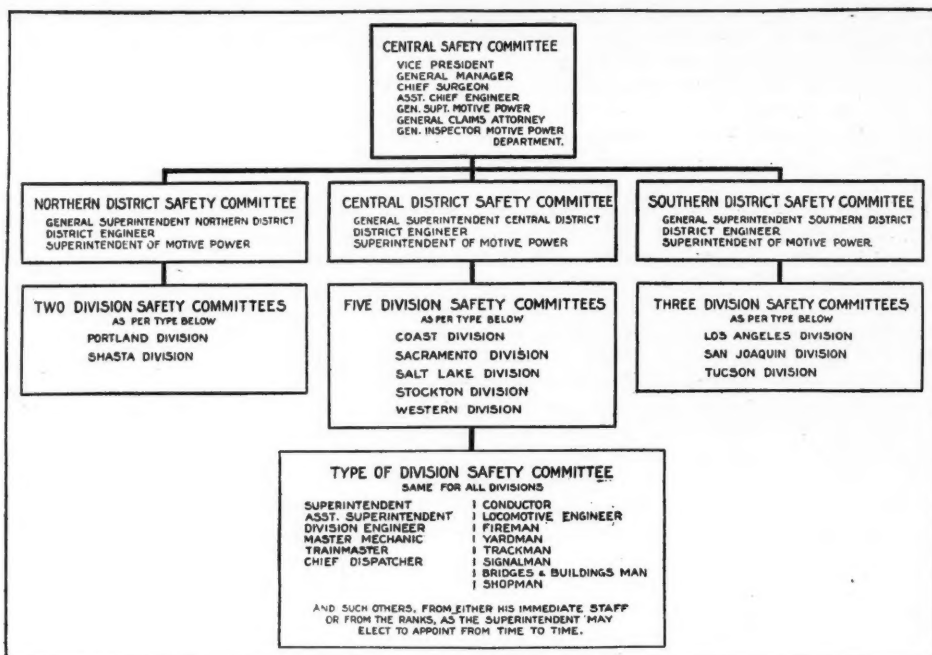
This safety committee plan has now received the general approval of railroads and the Interstate Commerce Commission, and during the year 1912 a number of enthusiastic mass meetings were held at various railroad centers, such as Kansas City, Buffalo, Jersey City and Harrisburg. The "Safety First" rally at Kansas City on October 19, was held in the convention hall and attracted some 9000 railway employees and their families, who came to Kansas City on special trains and exhibited the greatest enthusiasm. Addresses were made by operating officials, emphasizing the fact that the railroad companies did not expect men to hazard either their lives or limbs or the lives and limbs of passengers or to hazard the companies' property in order to avoid a delay or save time or expense; they wanted all rules observed.

That the idea of the safety movement has generally commended itself is well testified to by the fact that even in Japan it is being considered. Mr. Richards recently received a letter from the Vice-President of the Imperial Railway of Japan, in which he stated that he had seen a description of the work of the North Western Railway Safety Committees, and if they had been able to successfully work out the problem, the Japanese were anxious to obtain the benefit of any information in relation to the matter, so that the plan could be adopted in Japan.

#### SAFETY BY INCREASED EFFICIENCY

In short, the entire question of safety on railways resolves itself into the mere question of efficiency. Efficiency in maintenance and operation with due regard to both physical and human factors will cut down this waste of life and property. Economic motives, if not others, must enforce this end, for in 1911 the railways are stated to have paid for injuries to persons and loss and damage to property the not inconsiderable sum of \$60,000,000, or 2.19 per cent. of their earnings, of which \$26,000,000 was, for "injuries to persons."

The line and equipment of the railroad must be operated and maintained at the highest possible standard, improvements being added as required, not only by orders of railway commissions but from motives of interested economy. There is still room for improvement, and a combination of the technical and theoretical with the practical to an ever increasing degree is required for the solution of such problems as rail troubles, automatic train stops and other conditions,



From the *Railway Age Gazette*

#### DIAGRAM SHOWING ORGANIZATION OF THE SAFETY COMMITTEES ON THE SOUTHERN PACIFIC

(On this system no passenger has been killed or injured in an accident in nearly four years)

which coming electrification may augment rather than diminish. There must be a more thorough inspection of materials, methods and appliances, and a systematic study under normal conditions of use as well as immediately after disastrous accidents. All investigations, whether by the railways themselves or by railway or commerce commissions and the adoption of improved methods and appliances conducive to increased safety should receive the fullest publicity, and public sentiment should be aroused in favor of safety.

The efforts of employees and operating officials to this end should be recognized and the support of stockholders and bondholders should be enlisted in all movements looking to making railway transportation safer. The improvement in the composition and efforts of state railway or public service commissions should continue and these bodies should be removed absolutely

from the sphere of politics and from any repetition of the inefficiency and corruption that too often clouded their labors in the past.

Let every one endeavor to realize and appreciate the importance of safety, and most of all let the individual citizen in his own conduct on railway property and in his influence on legislation and the administration of laws

see that proper observance of existing statutes and regulations framed in the interest of all is obtained. Let the citizen appreciate the spirit of coöperation that should influence railway employees and officials and realize that these great public utilities

can be carried on effectively only by such coöperation and by a sympathetic and discriminating support of the public, expressed both individually in daily contact and use of transportation facilities, and in their just and proper regulation through legislative and administrative channels.

#### Detach before cashing check

No. 24  
Every employe should report promptly to his Superintendent, Foreman, some member of Safety Committee or other proper person, every unsafe condition or method. Postal cards are furnished for that purpose  
Central Safety Committee

PASTER USED ON NORTH WESTERN PAY CHECK



# SUGAR AND THE TARIFF

BY A. G. ROBINSON

THE world's consumption of sugar in 1912 is reported as approximately 16,000,000 tons, and the production of and for 1913 is estimated at 18,000,000 tons. Therefore, the probability is low prices for the commodity during the coming year, irrespective of possible change in the tariff. The present supply is fairly divided between the product of sugar cane and sugar beets. Cane is a product of tropical and semi-tropical countries and beets are a product of the temperate zone. The relation of the two since the beginning of the century has been as follows:

WORLD SUPPLY OF SUGAR

Year	Cane long tons	Beet long tons	Total long tons
1900-1.....	6,183,653	6,066,939	12,250,592
1901-2.....	6,279,742	6,913,604	13,193,346
1902-3.....	6,263,941	5,756,720	12,020,661
1903-4.....	6,234,203	6,089,468	12,323,671
1904-5.....	6,594,782	4,918,380	11,513,262
1905-6.....	6,731,165	7,216,060	13,947,225
1906-7.....	7,329,317	7,143,818	14,473,135
1907-8.....	6,917,663	7,002,474	13,920,137
1908-9.....	7,635,838	6,927,875	14,563,713
1909-10.....	8,339,888	6,587,506	14,927,394
1910-11.....	8,412,908	8,550,220	16,963,128
1911-12.....	8,765,000	6,780,000	15,545,000
1912-13 (est.)	9,036,036	9,055,000	18,091,000

The price of the commodity follows the supply generally and closely rather than absolutely, but with sufficient connection to warrant the statement that prices are now regulated by supply and demand entirely and not by the juggling manipulation of corporations in this country or abroad. The quotations for those years, published daily, have averaged thus:

Year	Duty paid 96° raw sugar	Refined granulated	Refiner's margin
1900.....	4.57	5.32	.754
1901.....	4.05	5.05	1.003
1902.....	3.542	4.455	.913
1903.....	3.72	4.638	.918
1904.....	3.974	4.772	.798
1905.....	4.278	5.256	.978
1906.....	3.686	4.515	.829
1907.....	3.756	4.649	.893
1908.....	4.073	4.957	.884
1909.....	4.007	4.765	.758
1910.....	4.188	4.972	.784
1911.....	4.453	5.345	.892
1912.....	4.162	5.041	.879

The quotations for refined granulated are wholesale prices. The refiner's margin repre-

sents the difference between the laid-down, duty-paid cost of the raw material and the wholesale price of refined sugar. The sum covers the cost of converting the raw sugar into the finished, marketable product; the shrinkage occurring in that process; the overhead charges; the cost of selling, packing, distributing, and all else. For all this, the cost is estimated at 62½ cents a hundred pounds, leaving an average of approximately 25 cents to cover depreciation, improvements, and dividends. In brief, on raw material costing an average of about \$4, plus refining cost and general charges of business, the refiners make a nominal profit of some 25 cents, or a margin of a little more than 5 per cent. These are facts of public record, open to any investigator, and they appear to dispute the commonly accepted notion of extortionate profits on the part of the refiners.

The profits of the producers of beet sugar are less readily measured because of wide difference in reported cost of production in different mills. The Great Western Sugar Company, of Colorado, reports an average cost of 3.76 cents for a period of years. The Owosso Company, in Michigan, reports 4.48 cents in 1910. A California concern reports its cost as 2.7 cents. An expert statistician, a specialist in beet sugar, estimates the cost as averaging 3.67 cents for beet sugar ready for the market. As the wholesale price of refined sugar has averaged a little less than 4.9 cents for the last ten years, it would appear that the profit margin of the beet people is much wider than that of the refiners of cane sugar.

On a basis of five-year averages, the sugar consumption of the United States for the last thirty years has been as follows:

Years	Tons	Pounds per capita
1883-1887.....	1,250,000	49.92
1888-1892.....	1,629,000	58.53
1893-1897.....	1,976,000	63.82
1898-1902.....	2,248,000	66.08
1903-1907.....	2,761,000	74.06
*1908-1913.....	3,329,000	81.07
*1913 estimated		

Only a part of this, estimated at about fifty-three pounds per capita, enters directly into the household economy and, as far as consumers are concerned, only that part of it would be appreciably affected by a reduction

in the duty. Candy, condensed milk, sweetened biscuit, jams, jellies, canned goods, and other market preparations in which sugar is a more or less important ingredient, would sell at no lower price with sugar on the free list than they do now. The effect of reduction on a pound of candy or biscuit, on a can of condensed milk, or a glass or jar of preserves, is so inconsiderable in the total cost that no change in retail prices would follow change in the tariff.

About one-fifth of the entire world-output of sugar is required to supply the demand in the United States, now approximately 3,500,000 tons, or a little less than 8,000,000,000 pounds annually. This represents a four-fold increase in a generation. It may also be noted that present prices of the commodity are about half what they were thirty-five years ago. It is true that a part of this enormous increase in consumption is attributable to the increase in the number of consumers, but while the estimated 44,000,000 people in the country in 1875 consumed an average of forty-three pounds per capita, the estimated 96,000,000 of the present time consume more than eighty-one pounds. Fortunately, sugar is a commodity that can be produced in practically limitless quantity. It is merely a question of demand and of a reasonable profit on its production. It is purely a product of the rain and the sunshine, and neither the cane nor the beet, as far as their sugar content is concerned, take anything from the soil in which they are grown. By continuous planting, the soil in which the cane and the beet are grown reaches a condition known to soil chemists as "tired"; the plant gets smaller and less vigorous, but it goes on forming sucrose as long as the sun shines on it and the rain falls on it.

#### CUBA'S ADVANTAGE

To most laymen, the tariff on sugar is a mystery which they have neither time nor interest to unravel. To most of us, the paragraph in the tariff law reading, "Sugars not above number sixteen Dutch Standard in color, testing by the polariscope not above seventy-five degrees, ninety-five one hundredths of one cent per pound" and so forth, might as well be printed in Sanskrit. It means nothing to the uninitiated. It need not be explained here in all its details. Before the polariscope was invented as a means of testing the quality of sugar, a color test was used for that purpose and purity was determined by a set of color standards. The

polariscope is more scientific and accurate. Seventy-five degrees by that test means 75 per cent. purity for the raw sugar, a grade of which practically none is imported. Much the greater part of our imports is ninety-six degrees by polariscope test, or 96 per cent. in purity. Seventy-five degrees is the tariff basis, with an additional charge of thirty-five one thousandths of a cent for each degree above that. On that basis, the tariff rate on the ninety-six degree sugars, commonly called "centrifugals," is 1.685 cents a pound. Cuban sugars, under the reciprocity treaty of December, 1903, are given a 20 per cent. reduction, making the rate on ninety-six degree Cuban centrifugals 1.348 cents a pound. Few other sugars are now imported except from our non-contiguous territories, Porto Rico, Hawaii, and the Philippines, and all of those enter free of duty subject only to a limitation of Philippine sugars to the free entry of 300,000 tons a year. The sum of .337 of a cent marks the advantage of Cuban sugar over that of Java, Peru, Santo Domingo, and other foreign countries. The sum of 1.685 cents marks the advantage of domestic and insular producers over all competition except that of Cuba, in which the domestic and insular advantage is 1.348 cents a pound.

#### THE DUTCH STANDARD WORKS NO DETRIMENT

Much has been said of late about the Dutch Standard, and its removal is urgently demanded by a few who appear not to understand its exact place and influence. The belief of such seems to be that the Dutch Standard prevents the distribution of a sugar familiar to them in their younger days, a sweet, soft, yellowish sugar, cheaper in price than the white granulated, and widely used in American kitchens forty or more years ago. The belief is entirely mistaken. Those sugars, like the old-fashioned New Orleans and Porto Rico molasses, now practically out of the market, were the product of a method of making sugar that has been almost entirely superseded by improved devices that do not and can not produce either such sugar or the old-time molasses. Neither the tariff, nor the refiners, nor the color test have anything whatever to do with that matter, and the restoration of such sugars by any form of legislation is utterly impossible. The notion that the removal of the Dutch Standard would bring into the market a supply of usable unrefined sugar at low prices is equally fallacious. Nothing could come into the

market with that standard removed that is not already on the market to a present possible extent of about 1,200,000 tons of cane sugar from Louisiana, Hawaii, Porto Rico, and the Philippines. Half a dozen refineries now sell an unrefined sugar to those who want it, at prices about one cent a pound below the price of refined. Or, wanting it in quantities, any one can buy ninety-six degree centrifugals at the price paid by the refiners.

There is no refiner's monopoly of such imports, and grocers or canners or shoemakers can bid against the refiners just as the refiners bid against one another for their requirements. On my table as I write this, there lie a dozen or more little tin boxes containing unrefined sugar, grading from a yellow-brown to an almost white, usable sugar, not unwholesome, cheaper than the refined granulated. The prices of these are quoted daily in some of the commercial papers, and anyone can buy them. The fact is that very few want them. The demand of the market, to the extent of 95 per cent. of the total sugar business of the country, is for the dry, white, pure sugar the price of which is within the reach of the poor and that is wanted by poor and rich alike. The Dutch Standard is a convenience in custom-house processes, perhaps not indispensable, but certainly working no injury whatever to consumers. Moreover it does serve materially to exclude from the market sugar that is high in color and low in sugar content, sugar that would sell at lower price but that would, because of its inferior quality, require a 10 or 20 per cent. greater quantity to afford the requisite sweetness. Most of the talk about the Dutch Standard is mere twaddle.

#### EXTENSIVE USE OF BEET SUGAR

Another notion prevails that beet sugar is inferior to cane sugar, and some housekeepers believe that beet sugar cannot be used for jams, jellies, preserves, etc. All this is a mistake. Pure sugar is pure sugar whether obtained from cane, beet, or sawdust. The people of Europe use beet sugar almost exclusively, and France and England use it in the production of enormous quantities of jams, jellies, etc., for domestic consumption and for export. The Germans use 1,200,000 tons or more yearly; the French, 650,000 tons or more; the Austrians 600,000 to 650,000 tons; and the British people, about two-thirds of their total requirement of nearly 2,000,000 tons. The Dutch, the Belgians, the Danes, Swedes, Italians, and

Russians all use it. It is coming into constantly greater use in this country. From the 73,000 tons produced in 1900, the domestic output of beet sugar has increased to an estimated 625,000 tons at the present time. It is reported that \$100,000,000 is invested in the business. The census of 1909 shows 364,000 acres planted in sugar beets that year, or nearly 600 square miles. The value of the crop, as beets for sale to the sugar mills, was \$20,000,000. They are grown in twenty different States, with Colorado leading in acreage and ton production; and with Michigan and California practically tied for second place.

#### WHAT FREE SUGAR WOULD MEAN

There is good reason to believe that the present tariff rate on sugar can be considerably reduced without disaster to any producer who has a right to be in the business, that is, to any whose business does not depend absolutely upon an exorbitant tariff rate. For such, being injured, the community will have little concern. That some would be injured by a reasonable reduction is quite certain. A reduction in price must mean some curtailment of profit, but that involves a loss that probably all could recover by better business methods, by more efficient system in production. Even the proponents of free sugar admit the general disaster to American interests that would follow the success of their efforts. Figures of cost of production show that under such conditions most of the cane planters of Louisiana, and nearly all of the beet industry, would be wiped out. Much of the industry in Porto Rico and in Hawaii would be destroyed and sales to those islands would be heavily reduced. The Cuban reciprocity treaty would be annulled and sales to Cuba greatly cut down. In competition on equal terms, Cuban sugars would lose a large but uncertain part of their market in this country, and the economic state of the island under such conditions would almost certainly lead to political disorders. The present revenue to the Government, from the duty on sugar, is about \$50,000,000 a year. If the whole, or any part, of this is taken away, a like sum must be obtained by some other form of taxation.

It is true that a sum representing at least a part of the duty is added to the price of the domestic product, and that sum goes to the producers of cane and beet sugar in the United States and to the planters in Hawaii, Porto Rico and the Philippines, but it goes

to maintain a vast industry and serves to put the United States on an almost absolutely independent footing in respect of its supply of one of its most important foodstuffs. The price now paid for the benefit received is exceedingly small.

Comparison of retail prices in this and in other countries shows that, with a few exceptions, sugar is cheaper in the United States than it is elsewhere. In the United Kingdom, Denmark, Turkey, Switzerland, and Belgium, prices for corresponding grades of sugar are a fraction of a cent lower than they are here. From data gathered by American consuls, it appears that the average retail price in this country being 5.7 cents the price of similar sugar in the United Kingdom and in Denmark was five cents. To show the higher cost in this country, it is custom-

ary to compare the price of eighty-eight degree raw beet sugar in Hamburg with one hundred degree refined granulated here. The average retail price of corresponding sugar in France and in Germany is a fraction higher than the price in the United States. Prices in Canada are practically the same as prices here. The average of the United States being 5.7 cents, the average of all Europe is 7.8 cents. The price in Russia is above seven cents; in Sweden, 8 cents; in The Netherlands, 8.7 cents; in Spain, 12 cents; and in Italy, 14 cents. These, of course, are not fixed values but are the prices given at the time of an American quotation of 5.7 cents.

The tariff on sugar is an issue far reaching and vastly important. It should not be determined on a basis of mere assertion.

## THE NEW BALKAN DIPLOMACY: VENEZELOS AND DANEV

BY J. IRVING MANATT

[Mr. Manatt, who was present at some of the sessions of the recent Balkan peace conference, at London, is a well-known authority on Balkan affairs, particularly Greek. He has an intimate acquaintance with the personalities he sympathetically sketches below.—THE EDITOR]

THE members of the London-Balkan peace conference presented a body of men fit to give Europe and the world fresh confidence in the future of the Balkan states. If the war demonstrated their fighting strength, with all the national uplift and progress that implies, the men they sent to London show that in statecraft they have ample resources for the constructive work of peace. Two men at least in the Balkan delegations measured up to the highest European standards. I refer to the Greek Premier, M. Venezelos, and Dr. Danev, the head of the Bulgarian mission.

Dr. Danev has the prestige of representing the foremost Balkan state, the one that stood the brunt of the war and won its chief laurels. But he requires no adventitious circumstance to give him standing among European statesmen. Entering high public life less than ten years ago, he has been successively Minister of Foreign Affairs, Prime Minister, Professor of International Law at Sofia, Member of the Hague Court of Arbitration, and is now President of the Grand Sobranje and largely responsible for the revision of the constitu-

tion carried out by that assembly. He presided at the negotiations for an armistice at Tchatalja and, later, put himself in close touch with the cabinets of Bucharest, Vienna, and Paris. He has thus, perhaps, a more immediate grip on the whole situation than any other man in the conference, unless it were the head of the Turkish mission, the astute and amiable Reshad Pasha who has represented the Porte at Sofia, Bucharest, Vienna, and Rome, and took a leading part in negotiating the Turco-Italian Peace at Ouchy—a peace followed immediately by the Porte's declaration of war against the allies. These two champions measured swords more than once in the conference. In downright astuteness they are a well-matched pair. The Bulgarian had the advantage of position and won every trick. He is an engaging personality, very democratic and likeable, a practical idealist, a Balkan statesman and patriot, but a far-sighted European as well. If a great federal power is to rise in the Balkans and give a new balance to Europe, he is sure to play a yet greater part in history.



The central figure in the conference was, after all, a Greek. Since the fall of Tricoupis—which gave occasion for my study of "The Living Greek: His Politics and Progress" in this REVIEW nearly twenty years ago—no statesman of the first rank had risen in Greece until Eleutherios Venezelos was invited to Athens, just three years ago, to steer the country through the politico-military crisis then at an acute stage. It was not the first time Greece had called on Crete for succor in distress. Witness the old story of Epimenides and the plague. She did not call in vain. The purgation was effected; and when a National Assembly was chosen to revise the Hellenic constitution, M. Venezelos headed the poll in Attica, and on his return from Crete was acclaimed leader of the reform party and made president of the assembly. On the fall of the Dragoumis cabinet later in the year this Cretan stranger became Prime Minister and has since devoted all his energies to the rehabilitation of the country. He has carried through a radical reform of the army and navy and greatly improved the finances of the kingdom.

In the meantime, he was studying the game. He had the Ottoman situation by heart. He accurately foresaw the disastrous failure of the Young Turk and the utter demoralization, military and political, he was to entail upon the empire. He invited the French General Eydoux to do for the Greek army what the German von der Goltz had accomplished for the Turkish; and, as the sequel shows, the Frenchman improved upon the German. He knew that men and arms are not all of the sinews of war, and he managed to lay by a considerable war fund.

Meanwhile, he had use for all his tact and firmness in holding in the impatient Greeks. When his own Cretan compatriots were clamoring for annexation, in spite of the Porte and the powers, and their delegates, threatened to take their seats in the Boule, *vi et armis*, he simply sent them about their business or had them deported. But, when the psychological moment came, heralded by the Albanian rising and brought nigh in opportunity by the Turco-Italian War, no man did more to bring about the Balkan alliance or to plan the masterly campaign against the common enemy. The Bulgarian Premier has credited him as "the prime mover in the Balkan enterprise" and King Ferdinand has ascribed their success in arms to "Bulgarian pluck and Greek brains."

He is among the simplest great men I have ever met. When I called upon him at a busy

hour he received me at once most cordially and when I took leave he insisted upon helping me on with my overcoat. I have known prime ministers at Washington as well as at Athens who did not always do that. His speeches are models of English.

In this simple, kindly man Plutarch would have recognized a character after his own heart and old Greece in her best days hardly knew a better. And his career has had much of the heroic in the ancient sense. At an early age (he is still on the sunny side of fifty) he threw himself into the desperate struggle for the liberation of Crete. Dr. Dillon tells of traveling over the island in 1897, "disguised as a rebel monk, in the company of M. Venezelos, who was then the soul of the insurrection." When the war-ships of the powers were bombarding Canea, he held a fortress there with a band of his friends. He was Councillor to Prince George as High Commissioner for two years; and Minister of Foreign Affairs in the island government of 1899, when I visited Crete, at the very moment of the declaration of union with Greece. By that time he had become the recognized leader of the National cause in the island; and he continued to direct the government of Crete until summoned to a larger leadership at Athens in 1909.

It was the great good fortune of Greece to have him as her spokesman in the conference. As Premier he has a unique status and his voice is the voice of Greece—with no referendum! His coming to London at all was of a piece with his whole career. Greece was the last to name her delegates; and then, when all the rest had shown their hands, he quietly announced that he would go himself! But he picked his colleagues with a keen eye to the work in hand. First among them was M. Gennadios, the most seasoned diplomat in the Greek service and long time Minister to England, where his own qualities and his English marriage have secured him a very high social position. With him stood the young Greek Minister to Vienna, M. George von Streit, grandson of a German who settled in Greece, a son of the Director of the National Bank and for a time Minister of Finance. M. von Streit is a trained jurist and went from the chair of International Law at Athens to his present post. The other delegate, M. Skouloudis, is a Chiote and a banker, settled in Athens, who has repeatedly served in the Boule and, as Minister of Foreign Affairs in the Ralli cabinet of 1897, used his great ability to mitigate the terms imposed by the victorious Turk.

# LEADING ARTICLES OF THE MONTH

## CURRENT TOPICS IN THE AMERICAN REVIEWS

**A**MONG the economic discussions in the *North American Review* the place of precedence is given to "Rational Tariff Revision," by Amos K. Fiske. Mr. Fiske admits the difficulty that will be encountered in any attempt to undo the teachings of several generations, but contends that for the people as a whole it would be a substantial advantage to adjust the tariff upon a basis which would yield the needed revenue at the least cost for collection, with the least interference with the natural course of industry and trade in the country, and with the smallest restriction upon commerce with other nations. This, of course, cannot be done suddenly without disastrous results. It must be done carefully and by gradual process. Although it is difficult to obtain a non-partisan treatment of such questions of public policy, Mr. Fiske suggests that if this task is to be achieved safely and within a reasonable period, either those who favor a well-defined policy must align themselves with a party pledged to carry it out and must adhere to it, or those in favor of such a policy must unite regardless of party lines which may divide them with reference to other issues.

An enthusiastic account of "Grain-Growing and Canadian Expansion," is contributed by Edward Porritt. He declares that the immigration which, since 1906, has been pouring into western Canada, has never before been equalled either in the old or the new world, in respect to activity in bringing new lands under cultivation, and in general industrial expansion. He points to the fact that nearly 20,000 men were at work on railroad construction in the western provinces of Canada during the whole season of 1912. It is predicted that no sooner will the new lines be completed and connected from coast to coast than the companies will be compelled to follow the example of the Canadian Pacific and begin at once to double-track their lines from the foothills of the Rockies to the Great Lakes.

Mr. Franklin Escher asks the question, How can confidence in railway securities be restored? His suggestion is that the public at present is under a misapprehension concerning freight rates, and that the prevalent

belief that a fiscal valuation of railroads should be made and the rates adjusted accordingly is responsible, in great part, for the present unpromising state of railway credit. In his view the facts of the situation need only to be known to bring about a restoration of railway securities to the high favor that they formerly enjoyed.

Mr. Albert Fink devotes the second of his articles on "Trust Regulation" to the question of a commodity court, or commission. He concludes that the suggestion of such a court or commission, with the jurisdiction and powers proposed, is not only unnecessary, but utterly impracticable except with such fundamental changes and modifications of commercial intercourse as would meet the approval of no one.

In his "What is Socialism?" Mr. A. Maurice Low sets forth the condition of the workingman, as he conceives it, if the State should employ all labor. His argument is that socialism would destroy all individual incentive and that when that is removed men will be content merely to earn their daily subsistence.

A former official of the Chinese government, Mr. Ching-chun Wang, a Yale graduate of the class of 1908, writes on "China's Revolution and Its Effects." As he sees it, the Chinese people have shown their ability to unite and achieve just ends in a sane and systematic manner, even under great excitement.

Other important articles in this number are "Psychology and the Navy," by Hugo Münsterberg; "The Quality of Marvell's Poetry," by Francis Bickley; and "Phillips Brooks and German Preaching," by Francis G. Peabody.

In the *Forum* Mr. Walter Lippmann exposes the futility of what he calls "The Taboo in Politics," that is, a merely negative law. His point is that this kind of law is inevitably a failure because it ignores the truth that the impulses, cravings, and wants of men must be employed; you can employ them well or ill, but you must employ them. "The group of reformers lounging at a club cannot, dare not, decide to close up another man's club because it is called a saloon.

Unless the reformer can invent something which substitutes attractive virtues for attractive vices he will fail. He will fail because human nature abhors a vacuum created by the taboo."

Under the title of "Empty Churches," Cosmo Hamilton discusses one phase of the religious question in England. The chief cause of this situation he finds in the fact that the majority of the clergy of to-day are ill-adapted to the work that lies before them.

"The Man-Made Woman of Japan," by Marian Cox, is a searching inquiry into the place held by woman in the Japanese national economy, and her prospects for the immediate future. The more deplorable features of woman's degradation in Japan can hardly be reformed by any system of morality that is likely to be devised by Japanese leaders in an attempt to create new standards and new family life.

"A Southerner's Candid View of the Negro Problem," is presented by Mr. E. E. Miller. Mr. Miller holds that it was necessary for the South to disfranchise the negro, that it was a crime to give him the ballot before he was prepared for it, but that it is equally a crime to deny it to him when he prepares himself to vote intelligently. As to education, he believes that on the whole the South has done well by the education of the negro, but blames all the Southern States for not making adequate provision for the training of negro teachers. He makes no attempt to extenuate the lynching evil, and as to the lines of social cleavage, Mr. Miller argues that if the negro must have his own colleges he is entitled to a fair share of the State's contribution to collegiate education, and this he has not had.

If he is to stay in his own railroad car he is entitled to decent service and this he often fails to get. If he is expected to live in his own section of the city he is entitled to more consideration as a citizen and taxpayer than he commonly receives.

There are essays in this number by George Bourne on "Our Primitive Knowledge;" on "The Higher Criticism of Karl Marx," by L. L. Bernard; and on "William Dean Howells," by W. B. Trites.

The *American Journal of Sociology* and the *Journal of Political Economy*, both published at the University of Chicago, have articles addressed particularly to the teachers of sociology and economics in the colleges and universities of the country. The editor of the *Journal of Sociology*, Prof. Albion W. Small, of the University of Chicago, opens the January number of his periodical with a suggestive article on "The Present Outlook of Social Science." This is followed by a more technical discussion of "Social Values," by Edward C. Hayes, of the University of Illinois. An illustrated description of two Italian districts in the city of Chicago with special reference to housing conditions is contributed by Grace Peloubet Norton, of the Chicago School of Civics and Philanthropy. Mr. Henry Fairchild, of Yale, writes on the present methods of preventing cruelty to children. There are two historical articles of general interest in the *Journal of Political Economy*—"Some Economic Aspects of Immigration Before 1870," by Thomas W. Page and "Early Canal Traffic and Railroad Competition in Ohio," by Ernest L. Bogart. The other articles in this number have to do with economic courses in colleges and universities.

## THE POPULAR MAGAZINES

THE March *Atlantic* opens with an appreciation of President Wilson from the pen of "E. S.," who comments in his introductory paragraphs on the charge that Mr. Wilson is ambitious. "E. S." does not resent the allegation, yet, he asks, why should we be hypercritical, in men, of that essential quality we so ardently instill into our boys? It is not ambition itself that is objectionable, according to "E. S." but what lies behind it, and, as his critics do not realize, "it is not to possess, but to become, that has been Mr. Wilson's dearest hope. To him, his election is the symbol that the scholar has attained his largest opportunity."

I press the point because it will be found, I think, a key to Mr. Wilson's whole career. From boyhood his mind was scholarly, but while his childhood's friends were bent on growing up to be carpenters or generalists, this boy dreamed steadily of a political career. From the first printing-press he ever owned or borrowed, he struck off his cards, "Thomas Woodrow Wilson, United States Senator from Virginia," and when the proprieties of advancing years constrained him to a more impersonal expression of his ambition, he continually wrote and taught that he was the most sagacious scholar who oftenest left his study for the market-place, and that the wisest politician was he whose hours were oftenest passed in studious places.

Francis E. Leupp gives graceful utterance to the swan song of the Republican party.

"The passing of a dynasty" he aptly calls it. Noting the fact that with two brief interruptions, the Republican party has maintained its supremacy for fifty-two years,—a period that has "compassed two actual and several potential wars; the liberating of four million bondmen; the opening of an inland empire to development and home building; the establishment of domestic industries on a scale of which preceding generations never dreamed; the crystalization of a union of mutually jealous States into a superb national unit, the master force of a whole hemisphere; the elevation of the government's credit from perhaps the poorest to the proudest place on the international scale," Mr. Leupp points out that in every one of these changes the Republican party has been the party of advance.

President Theodore A. Vail, of the American Telephone and Telegraph Company, gives an interesting discussion of what he believes to be the proper solution of the telephone service. Judging from experience, his unqualified conclusion is that the present method of private management and ownership, "subordinated to public interests and under rational control and regulation by national, State, or municipal bodies," is the best method.

In the mid-winter number of the *Century*, James Davenport Whelpley writes informally on "Japan's Commercial Crisis." He concludes that until industrial Japan is completely modernized there will continue to be a large and important trade for American manufacturers of machinery. So far as Japanese competition in the higher civilized countries is concerned, western peoples need have no fears, but if America or any other western nation wants trade in other countries of the Far East, in such products as Japan produces, it will require hard work to get and hold it.

The progress made by Alaska in the past forty-five years as a territory of the United States is related in some detail by Alfred Holman. His conclusion is that with Alaska the United States is and may remain master in the Pacific Ocean. On the other hand, Japan, with Alaska, will be its master. Therefore, if Alaska is to remain American territory under any condition which may arise, we must have a defensive policy and defensive forces to maintain such a policy.

The presidents of Vassar, Wellesley, Mount Holyoke, and Bryn Mawr, the dean of Barnard College and the dean of women of the University of Chicago, give their views on the

question of fraternities in women's colleges. Three of these college authorities are distinctly opposed to fraternities, while the other three believe that in spite of their evils, they meet a real demand and may be made to serve a useful purpose.

Mr. John Langdon Kaine describes "Lincoln as a Boy Knew Him," more than half a century ago, and the statement of an eye witness of Lincoln's assassination is now for the first time published.

In *Harper's* for February explorer Stefánsson continues his account of his researches in the Arctic. A few of the recent triumphs of industrial research are enumerated by Dr. Robert K. Duncan. Professor Thomas R. Lounsbury comments on "Scotticisms and Americanisms." Charles H. Caffin describes "Some Titians of the Prado." An Indian travel article, beautifully illustrated, is contributed by F. B. R. Hellems. We quote at some length on page 347 of this REVIEW from Mr. Robert W. Bruère's article on "A Cure for Civic Myopia."

*Scribner's* for February presents a series of entertaining articles having to do with the motor car,—*"Discovering America by Motor,"* by Ralph D. Paine; *"The Automobile and its Mission,"* by Herbert Ladd Towle; *"The Pyrenees Route,"* by Charles W. Freeston; and last but by no means least, *"Steam-Coach Days,"* by Theodore M. R. von Kéler, with illustrations in color. In his series of articles on Germany and the Germans from an American point of view, Price Collier treats, in this number, of the city of Berlin. Secretary Bishop of the Isthmian Canal Commission gives a good account of the sanitation of the isthmus.

These are a few of the important features in other February issues: In the *American*, Allan Pinkerton's unpublished story of the first attempt on the life of Abraham Lincoln; Brand Whitlock's autobiography; "Experiences of an Airman," by Augustus Post, and "Sarah Bernhardt," by Robert Grau; in *Everybody's* "Taking the Waters," by Woods Hutchinson, and "The Honorable, the Electors," by Frederic J. Haskin; in *Munsey's* "Leaders of A New Congress," by Judson C. Welliver; "The Advance of Surgery," by Isaac F. Marcossan; "The Kaiser As He Is," by "Baron von Dewitz;" "The Coming of the Parcel Post," by Hugh Thompson, and in *Pearson's* an article by Mrs. Caroline Bartlett Crane showing that our national meat inspection laws work to the advantage of foreign nations rather than to that of the American people who live at home.



## LIGHT ON THE GOVERNMENT BUSINESS

"A CURE for Civic Myopia," is the title of an enlightening article in *Harper's*, from the pen of Robert W. Bruère, one of the experts long associated with the New York Bureau of Municipal Research, and other like institutions. The purpose of the article is to exhibit some of the wasteful financiering methods under which the government at Washington is conducted.

Mr. Bruère begins with an allusion to the common American boast that our government is one of laws and not of men, of policies rather than of personalities. We have long been in the habit of saying, and most of us have at last come to believe, that we are developing an intelligent citizenship, that our perennial political campaigns are really campaigns of education, and we are in the habit of justifying our muck-raking investigations, whether municipal, State, or national, on the ground that they have an educational value. Yet Mr. Bruère is bold enough and frank enough to admit that this very self-complacency on our part has betrayed us. Over against this prevailing confidence in our national capacity for self-government, Mr. Bruère sets this startling array of facts that form a chapter in our recent national history:

Before January, 1912, no one, not even the President himself, knew, or had any means of knowing, precisely what the federal government was. Up to that time not so much as a study had ever been made of the vast federal agglomeration as a whole. Its properties and multifarious activities had never so much as been listed; no description had ever been made of the agencies through which these activities were hypothetically performed. In January, 1912, Congress published a survey of the federal government—the first fruit of the voyage of discovery made by the Commission on Economy and Efficiency into the hitherto uncharted seas of the federal administrative domain. The facts of this survey would be incredible from any but the highest authority.

After a hundred years of self-government, it required a special investigation of a special commission to reveal even to the officers of government precisely what the federal government was! While our schools and colleges learnedly expounded the Declaration of Independence and the tripartite division of federal authority under the Constitution, while our newspapers entertained their readers with cockpit gossip of inter-departmental scandals and the personal foibles of candidates and bosses, the complacent voter went to the polls and took merit to himself for dropping a scratched paper into the slit of a box, that for all he knew might just as well have been the lid of a furnace. If our government is in confusion, our public business shot through and overgrown with inefficiency, corruption, and graft, who is responsible but the complacent, self-satisfied citizen and his public-school system and his newspaper and magazine

press, which, in response to his demand, purveys rumor and gossip instead of facts?

We are a business people, says Mr. Bruère, and we glory in our business success, but how far do we apply our business intelligence to that most vast of all business establishments, the federal government? To make his point more clear, Mr. Bruère introduces a characteristic fragment of the testimony taken by the sub-committee of the House Committee on Appropriations, in May, 1912, to ascertain the wisdom of continuing public support to the President's Commission on Economy and Efficiency. It was brought out in the course of the hearings held by this sub-committee that it is impossible at any time to learn what are the current liabilities of the United States Government, and Mr. Cleveland, the chairman of the Committee on Economy and Efficiency, practically asserted that it is impossible for the Secretary of the Treasury to inform himself, or the President, or Congress, or anybody else, about what is the current financial condition of the government of the United States.

As for business methods, the commission found that "the government is neither coherent as a business organization, nor efficient as an instrument of public welfare, through lack of coördination and planning its services are in a perennial state of partial demoralization; departments, divisions, bureaus, that should be bound together by a common purpose and a conscious spirit of coöperation in the public interest, are scattered, mutually ignorant of one another's activities and equipment, often hostile, therefore, and at cross purposes. And because of this vast planlessness, millions of public money run to waste."

Mr. Bruère again finds an illustration of his argument in the Treasury Department:

There, of all places, the Commission on Economy and Efficiency found eighteen distinct book-keeping bureaus, operating eighteen distinct systems of accounting, running all the way from casual memoranda in pencil on loose slips of paper to a bewilderingly complicated scheme of records grown like a coral reef by planless grafting of process on process. The same incoherence riddles the entire administrative agglomeration. No attempt is made to relate federal expenditure to income, or income to proposed expenditure; no means is provided for testing the efficiency of expenditures by a tally of work accomplished.

What wonder that during the past eighty years Congress has found it necessary to conduct more than a hundred special investigations to discover facts concerning service activities which, under any reasonable system of record and reporting, should have been currently available. And unhappily

even these investigations have, practically without exception, been piecemeal and flash-in-the-pan affairs. They have never been undertaken with a view to a carefully considered plan of administrative reorganization. Too often, as in the recent poking about into the affairs of the Bureau of Chemistry in the Department of Agriculture, they have grown out of internal dissensions and scandals, and have been abandoned when spectacular publicity had exhausted public interest. Their general effect has been to muddle the public mind with irrelevancies and to overcast the darkness of an already benighted citizenship.

One of the chief recommendations of the commission, in which, of course, Mr. Bruère concurs, is the restoration of the budgetary function to the executive. In other words, the proposition is that the President and his

cabinet shall each year prepare a budgetary program, taking the form of a detailed statement of proposed expenditures, so arranged that Congress may approve or reject them item by item. But even with a budget, Mr. Bruère does not believe it possible to have efficient government while technical positions are filled by spoilsmen instead of by non-political experts. The commission recommends that all technical positions whatsoever shall be filled, upon due test of qualification, by the President alone, that appointment shall be without term, and that removal shall follow only upon proof of incompetence. Thus the entire civil staff would be reorganized with a view solely to efficient service.

## THE FARMER AND CREDIT

IN the *Atlantic Monthly* for February ex-Gov. Myron T. Herrick, of Ohio, discusses the serious lack of financial institutions in this country suited to supplying farmers with funds. He declares that in this respect the United States is the most backward of any of the important nations of the world and ascribes to this backwardness the prime reason why this country is so far behind many other countries in the production of food stuffs per acre. In the European countries farmers can readily obtain the funds they need, whereas in the United States farm financing is difficult and costly.

Mr. Herrick shows that in its capital requirements farming is not unlike other industries, and that unless these capital requirements are supplied progress will be slow and dubious. Like the merchant and the manufacturer, the farmer needs funds, first, for the purchase of property and for its permanent improvement, and, second, for temporary purposes such as financing crops. These two general divisions of capital requirements should be preserved, Mr. Herrick thinks, in the nature of the loans that are made to secure funds. Each of these divisions should support its own credit, known, respectively, as land credit and agricultural credit. For buying and making permanent improvements the farmer should be able to make mortgage loans having a long time to run and to be gradually repaid in small yearly installments. At the present time the maximum length of a farm loan in this country is from three to five years. Furthermore, mortgage loans here have a very restricted market and the borrower is frequently obliged to pay an unrea-

sonable rate of interest and to submit to burdensome conditions.

In the case of the mortgage-loan companies of foreign countries, their obligations sell on a basis as favorable as that of bonds of the most successful railroad and industrial corporations. In Mr. Herrick's opinion, the farmers of the United States have as good claim to cheap money as have railroad and industrial corporations, because farm land constitutes as good security as a railroad or a factory.

As to the financing of temporary requirements, the personal credit of farmers should be made available. Facilities for making negotiable the personal credit of farmers are inadequate in this country at the present time. For the great majority of American farmers it is exceedingly difficult, if not impossible, to secure the personal credit accommodation they need and to which their responsibility entitles them.

Mr. Herrick has made a careful examination of the land-credit systems of Europe, especially the Raiffeisen banks of Germany and the Credit Foncier in France. A Raiffeisen bank, he explains, is a mutual association, while the Credit Foncier is an incorporated company. The Raiffeisen banks loan for the most part on personal obligations, the Credit Foncier on first mortgages. The Raiffeisen banks secure most of their funds through the deposits of the farmers themselves, while the Credit Foncier, through the debenture bond issues, obtains funds from the conservative investors of all classes. After careful examination of both systems, Mr. Herrick concludes that each one possesses many features well adapted for farm-credit institutions in

this country. Neither system, he thinks, involves strange financial principles. The record of the mutual savings banks in this country proves that coöperation can be safely and wisely applied in banks. We are familiar with the principle of debenture bonds and we know something of the princi-

ple of amortization. Nevertheless, in working out the plans of such systems for this country, Mr. Herrick would be cautious in adherence to foreign models, remembering that the value and success of every institution depends upon its being in harmony with its environment.

## MINIMUM WAGE PROJECTS

THERE are many indications that the principle of a legal minimum wage will be more and more widely adopted. First enacted in Belgium, in 1887, in connection with some contract work for one of the communes, the requirement that public contractors and makers of supplies for public purposes should pay certain minimum wage rates, has now been extended throughout that kingdom. In last month's issue of the REVIEW we noticed an article by Mr. Sidney Webb on the success of the minimum wage law in the State of Victoria, Australia, since 1896. New South Wales and South Australia have within the last ten years followed Victoria's lead and enacted similar measures. In England minimum wage boards, or trade boards, were established in 1910 in certain industries in which female home workers were employed, and in 1912 the extension of minimum wage legislation to the coal mines caused the miners to call off a disastrous strike which had defied all other methods of settlement. In Austria, France, and Germany, various minimum wage projects have within the last three or four years been seriously entertained in the legislatures. Minimum wage legislation in the United States is treated by Prof. John A. Ryan, D.D., in the *Catholic World* for February. "It has," he says, "found a place in the statutes of Massachusetts, been introduced in the legislatures of two other States, been inserted in the national platform of a great political party, been authorized in the new constitution of Ohio, and it will be among the bills discussed in the legislatures of several States this winter." Premising that "the State ought not to permit any considerable section of its citizens to live below the level of efficient, normal, and reasonable life," we are to-day, he tells us, "confronted with just such a condition." All recent investigations justify the assertion that "the lowest amount on which a man and wife and three children can maintain physical, mental, and moral health in any city of the United States is somewhere between \$750 and \$900 per year,

and that a decent living for a woman wage earner is somewhere between \$8 and \$10 per week." Yet what do we find?

According to Professor Nearing, of the University of Pennsylvania, who has published the latest and most complete estimates of wages on the basis of all the available statistics, three-fourths of the male adult workers get less than \$750 yearly, and three-fifths of the adult females are paid a weekly wage of less than \$8.

All fair-minded persons will agree with Professor Ryan when he says:

The establishment of a minimum wage is quite as much a proper function of the State as the safeguarding of life, limb, or property. . . . To protect the health, morals, and mind of the citizen against the injury resulting from an insufficient livelihood is quite as important, both individually and socially, as to protect his life against the assassin, his body against the bully, or his money against the thief.

The notion, common throughout America, that the State may not touch the wage contract "has neither political, moral, nor logical foundation." Labor unions fix minimum wages; why should not the legislature?

Professor Ryan calls attention to one objection to a universal minimum wage which he considers has in it some elements of validity.

It consists in the possibility that the increased wages would be followed by increased prices, and, therefore, by diminished production and diminished employment. . . . To be sure, if the wages of all the underpaid workers in America were raised to decent and living levels by one sudden stroke of legal enactment, the evil results that we are now discussing would probably be verified. Such able and uncompromising advocates of the minimum wage as Sidney and Beatrice Webb make this admission. Consequently the advance in wages effected by the law should be gradual and continuous, not quick and final. In this way the rise in prices would be confined to the products of a very few industries; for the greater part of the increased wages would probably come out of the increased efficiency of the workers, and the diminished profits of monopolistic establishments and sweating establishments. All authorities admit

that better food, clothing, and housing for submerged workers would enable them to turn out a larger product.

The Massachusetts Minimum Wage Commission found that in one candy factory in that State 24 per cent. of the girls received less than \$4 a week, while in another only 1 per cent. fell below that wage; that in a third establishment 22 per cent. were paid between \$6 and \$8, while in a fourth 78 per cent. were in that class of wage rates; and that, if a minimum wage of \$6 per week were established, Jones would be compelled to add \$10 to his pay-roll for every ten women employed, but the increased wage outlay by Jenkins would be

only \$3. Undoubtedly Jones would suffer a considerable reduction in profits. He might even be forced out of business; but this would be a good thing, not only for his exploited employees, but for the whole candy industry.

Even a considerable rise in prices would be a smaller evil than the existence of large masses of underpaid human beings.

As between wage-fixing by the legislature and the projects of wage boards, Professor Ryan holds that the ideal arrangement would be one comprehending both methods.

## VISCOUNT MORLEY AS A MAN OF LETTERS

IT is now thirty years since the subject of this article, after having been twice rejected—at his native place in 1869 and at Westminster in 1880—first found a seat in the English House of Commons, as Member for Newcastle-on-Tyne. Throughout all his activity in that arena, and subsequently in the House of Lords, in the midst of his onerous duties in the offices of Secretary of State for Ireland, Secretary for India, and Lord President of the Council, he has found time to enrich the literature of his country with numerous volumes some of which are destined to become classics. Writing of Lord Morley in the London *Bookman*, Mr. Alexander Mackintosh says: "It cannot be truly said of Lord Morley that he is known only as a man of letters among politicians, and as a mere politician among men of letters. He has won honor and fame in each sphere. No statesman has held higher rank in the realm of literature; no writer of books, except Disraeli, has risen higher in the service of the State." He indeed presents in himself a remarkable corroboration of the views expressed in his essays on Burke and Vauvenargues respectively, that "books are a better preparation for statesmanship than early training in the subordinate posts and among the permanent officials of a public department," and that "for sober, healthy and robust judgment on human nature and life, active and sympathetic contact with men in the transaction of the many affairs of their daily life is a better preparation than any amount of wholly meditative seclusion."

John Morley, the son of a surgeon, was born at Blackburn in Lancashire, December 24, 1838, and while still very young went up from Cheltenham College to Oxford, where he graduated in 1859. His literary career is thus sketched by the *Bookman* writer:

On leaving Oxford he had a considerable struggle to secure his footing as a man of letters. He combined tutorial work with journalism, taking a mastership at a school at Charlton in Kent. His literary apprenticeship was served under the Rev. Frederick Arnold on the *Literary Gazette*, the title of which was subsequently altered to the *Parthenon* and he himself became its editor before he was twenty-five. Early in the 'sixties some articles in the *Saturday Review* were attracting attention, and a selection of these formed his first volume, published without his name, under the title "Modern Characteristics," in 1865.

In 1867 Lord Morley succeeded Lewes as editor of the *Fortnightly Review*, and for a short time he edited also the Radical paper, the *Morning Star*. His literary and political power dates from the time when he assumed control of the *Fortnightly*, which he made "the organ and instrument of all that tended to progress and freedom."

Mr. Harrison wrote in its pages his powerful defense of trades unions; it contained Mr. Huxley's memorable paper on the Physical Basis of Life; and Mr. Chamberlain, the rising Radical leader, contributed to it the most pungent articles he ever penned. . . . The contributors included Bagehot and Freeman, Stuart Mill and Herbert Spencer, Swinburne, William Morris and the Rossettis. The contents of several of Lord Morley's books appeared first in the *Fortnightly*, and there were, of course, from his pen contributions of a more polemical character.

Lord Morley retired from the editorship of the *Fortnightly* in 1882, having found time to produce a number of works, the result of close research and sustained thought. Among them were:

His first book on Burke (1867); biographies of Voltaire (1872) and Rousseau (1873); "On Compromise" (1874); "Miscellanies" (1871-7); "Burke" (1878), in the "English Men of Letters" series, which he edited; "Diderot and the Encyclopaedists" (1878); "The Life of Richard Cobden" (1881).





As editor



Indian charmer



"Honest John," though a Lord



A St. Patrick in Ireland

LORD MORLEY IN VARIOUS ASPECTS AS SEEN BY THE CARTOONIST SIR FRANCIS CARRUTHERS GOULD

"On compromise," which was described by George McLean Harper in the *Atlantic Monthly* as "the moral portrait of the author," is said by Lord Morley himself to be "a vindication of the simple right of living one's life honestly."

From May, 1880, to August, 1883, Lord Morley edited the *Pall Mall Gazette*, Mr. W. T. Stead becoming his assistant editor. Of the work of these two distinguished men on that paper, Mr. Mackintosh incidentally remarks:

Sedateness was aimed at by Lord Morley in journalism no less than in government. "No dithyrambs, *s'il vous plait*," he would say to his colleague Mr. Stead, when editing the *Pall Mall Gazette*.

Lord Morley's studies of English statesmen include Burke, Cobden, Walpole, Cromwell, and Gladstone. Of the last-mentioned work, published in 1903, Mr. Mackintosh rightly says: "The merits of this discreet, dignified, masterly biography are recognized as fully by one party as by another. It could not have been written by a politician who

was not a man of letters, nor by a man of letters who had not been engaged in politics."

The many readers of Lord Morley will heartily endorse the *Bookman's* general estimate of his Lordship's writings:

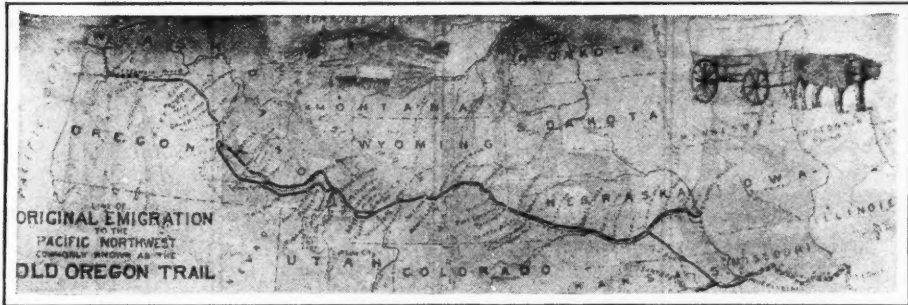
Character is impressed on everything that Lord Morley has written. The same individuality, serene, sedate, self-respecting, self-collected, is visible from his earliest volume to his latest. . . . There is charm in his harmony of language, in a certain archness that relieves his gravity, in his aphorisms, allusions, and precepts, and in his happy choice of words from a limitless vocabulary. . . . He is fond of recalling the maxims of Vauvenargues that "great thoughts come from the heart," and Helvetius's saying that "in order to love mankind we must not expect too much from them." Repeatedly in print he has quoted . . . Goethe's noble, majestic psalm, *Das Gottliche*;—"Let man be noble, helpful and good, for that alone distinguishes him from all beings that we know." Not only literature, but Parliamentary debate, so stilted and stunted in its language, has been enriched by his apt, animated, precise and penetrating phrases as well as by that integrity of mind and that insistence on the high moralities of life which have distinguished his whole career.

## THE OREGON TRAIL

RESIDENTS of New York and other Eastern cities will recall the pilgrimage of Ezra Meeker, the pioneer trail-marker, who, in 1906 and 1907, retraced the Oregon Trail in a prairie schooner drawn by a team of oxen and continued his journey eastward to the Atlantic seaboard. Through the efforts of Mr. Meeker, who himself passed over the old road to Oregon in 1852, monuments or markers suitably inscribed have been erected at a number of places along the historic trail in Oregon, Washington, Idaho, Wyoming, and Nebraska. In *Sunset* (February) Mr. John L. Cowan gives a brief account of this famous trail and shows what it meant in the

settlement and development of the great Northwest.

Mr. Cowan describes the road to Oregon as in the main a natural highway following the easy grades of the water courses. Animal life of the plains—deer, elk, antelope, and buffalo—first found the fords of the rivers, passes over the mountains, and the quickest and easiest paths between water holes on desert stretches. The Indians followed these paths, then came the fur-trappers and traders, and after them the missionaries, army officers, and home-seekers. In 1829 a fur-trapper named Sublette started from St. Louis with a caravan of ten wagons and two



THE FAMOUS OREGON TRAIL

(The Oregon Trail started at Independence, in Missouri, and for forty-one miles was identical with the older Santa Fé Trail. Where Gardner now stands, the highway turned to the northwest as the "Road to Oregon." At Fort Hall, the Forty-niners' trail turned southwest to California. From the Missouri River to the Columbia's mouth the trail was 2134 miles long)

carts loaded with merchandise, ammunition, and supplies,—each wagon drawn by ten mules. This was the first wagon train that ever went over any part of the Oregon trail west of the point of its divergence from the Santa Fé Trail. Although Sublette went no further than Wind River Mountains, he reported to the government that there was no obstacle to crossing the Rocky Mountains by way of South Pass with wheeled vehicles, should the necessity arise.

In 1832 Captain Bonneville, an army officer on leave of absence, led 110 hunters and trappers with a caravan of twenty wagons by way of the Platt River route, South Pass, and Green River crossing, to Salt Lake. Missionaries went out to Oregon in 1834 and 1836. By 1842, the year of Frémont's expedition, the trail had become a wagon road traversed safely by women and children. In 1849, the year of the historic gold rush, 25,000 emigrants reached California over the California and Oregon Trail, although it is said that not less than 5000 fell victims to the cholera in that one year, and were buried between the Missouri River and Fort Laramie. Settlers were from four to six months in making the journey. Mr. Cowan has interesting paragraphs on the successive problems in transportation that were created by this great movement of population:

The first overland mail route west of the Missouri River was a monthly stage from Independence to Salt Lake City, 1200 miles, beginning July 1, 1850. The first transcontinental stages ran by way of El Paso, Yuma and Los Angeles, to San Francisco (Butterfield's Southern Overland route), dating from September 15, 1858, covering a distance of 2759 miles in from twenty-three to twenty-five days. The outbreak of the Civil War made it necessary to transfer the mails to the shorter but more hazardous Central Overland route, by the Oregon and California Trails. Ben Holliday was the Napoleon of overland stage traffic from

1862 to 1866, with 500 stage-coaches and express wagons, 500 freight wagons, 5000 mules and horses and an unknown number of oxen, covering 5000 miles of plains, desert and mountain roads. Road agents lay in wait for stages known to carry bullion or wealthy passengers, and Indians made raids merely for the pleasure of killing, so that the lives of stage-drivers contained enough of hazard and excitement to satisfy the most strenuous; and any one who followed the vocation for long was reasonably sure to "die with his boots on." In 1866 Holliday sold out to Wells, Fargo and Company. Stage mail service then gradually came to an end, being superseded by the Union and Central Pacific railroads. The coaches started daily from the western terminus of the Union Pacific, and from the eastern terminus of the Central Pacific, the distance lessening day by day until, when the last spike was driven at Promontory Point, Utah, with the joining of the rails, the old stage line through the valleys of the Platte and Sweetwater had vanished from the land forever.

More picturesque even than the stage-coach was the Pony Express. The first Pony Express riders started from St. Joe and Sacramento April 3, 1860, at noon, following the Oregon Trail to Fort Bridger, then to Salt Lake City, Camp Floyd, Ruby Valley, Carson City, Placerville and Folsom to Sacramento. The distance was 1966 miles, the time required from eight to ten days, and the rate on letters \$5 per half-ounce! Five hundred horses, 190 stations, 200 station agents and eighty experienced and fearless riders were required for the service. The Pony Express came to an end with the completion of the first ocean-to-ocean telegraph, October 24, 1861.

More important even than the overland stages and the Pony Express was the overland freight traffic.

No adequate attempt has ever been made to compile statistics of overland travel and freight traffic from 1849 to 1869. Such compilation, in fact, is not now possible; but the scattered figures and estimates for particular periods are a strong tax upon credulity. The climax of freighting was reached in the three years from 1863 to 1866, when it is estimated that the floating population on the plains was not less than 250,000! Through the 60's it was not uncommon for 500 heavily laden wagons to pass Fort Kearney, westward bound, in a day. In 1866, it is said that in six weeks 6000 wagons, each carrying from one to four tons of freight, passed that point.

## SOME BALKAN OPINIONS ON THE BALKAN SITUATION

A FEW days before the downfall of the Kiamil Pasha cabinet (January 23), the Turkish press unanimously, without a single exception and with no regard of party affiliations, advised the government to resist to the bitter end. Even after the presenting to the Porte of the now famous European note, counselling her to abandon Adrianople and to leave the decision concerning the future status of the Egean Islands to the powers, the majority of the journals were constantly urging the government not to let itself be intimidated by this pressure.

Speaking of the Egean Islands, the *Ifham* (Information), a Nationalist organ, says:

The Greeks and their sponsors claim the islands, because the population speaks Greek. . . . This is true, but, if a part of the population speaks that language, is this a sufficient reason to claim the country? There are on the coast of Asia Minor a lot of people speaking Greek. Are we to abandon for that reason those places? How stupid is such a claim!

The *Ikdam* (Endeavor), another very important and serious journal, rightly considered

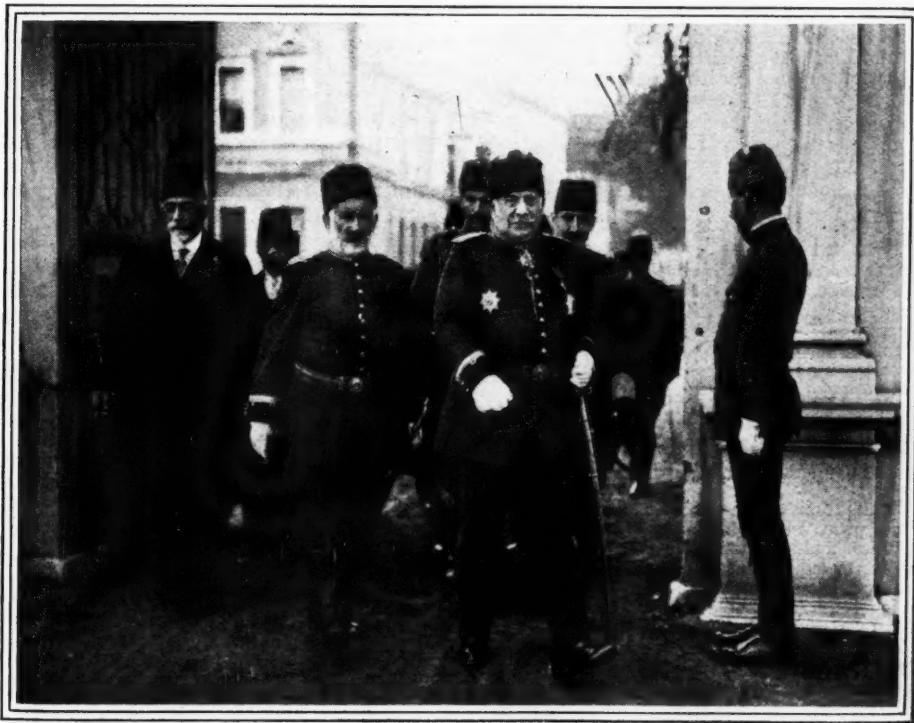
as the mouthpiece of the old cabinet, says, concerning Adrianople:

Neither the Ottoman government nor the Turkish people can renounce Adrianople. That city has been for 600 years the second capital of the Ottomans, who have lived there by the right of conquest. It contains the graves of the Caliphs, and the greatest mosques in the world. We have defended it bravely and the enemy is very far from conquering it. Shall it be given over? No, No, No. . . .

After the note was presented by the Ambassadors to the Porte, the press ridiculed the possibility of a complete European understanding, as the note tried to make the impression, or that any effective pressure could be applied to the Turks.

The *Sabah* (Morning), a most serious journal, says:

Every man is free to follow or not the advice given him by "friends." We know to what amounts the value of the "friendly advice," which we are receiving gratuitously. It is certain that no effective pressure will be exercised on us. Such threats do not frighten us any more, since they are so often repeated.



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NAZIM PASHA, EX-MINISTER OF WAR AND COMMANDER-IN-CHIEF OF THE TURKISH ARMY  
(Who was shot in the attack in the palace on January 23 at the overthrow of the Kiamil Pasha ministry)



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#### AT THE SIEGE OF ADRIANOPLE

(Bulgarian outposts in shelter on the hills outside Adrianople. These men were stationed to guard important points of communication, particularly the railroad bridge)

The *Alemdar* (Standard-bearer), a clerical organ, says:

To understand the critical situation of the cabinet [of Kiamil Pasha], let us remind ourselves that it has not made a single friend among the European powers. As long as they expected us to win the war, the "status quo" was proclaimed, sung and decreed. But, as soon as we had the first reverses the status quo had a first-class funeral.

The same journal, commenting on the "exorbitant demands of the allies," and the note of the powers, says:

It is too much. It is simply telling us to commit suicide. We do not abandon Adrianople, because, without that city, the Straits and the security of Asiatic Turkey become empty words. We shall not commit suicide. We shall die if we have to, but bravely, gloriously. At least they will not say that we do not know how to die!

The *Yeni Gazetta* (New Journal), which is very vigorous in its comments on the demand of the Bulgarians for Adrianople, observes:

Let us admit that Adrianople falls by starvation, while peace negotiations are going on, or even that it should be taken by the Bulgars in war. Or, let us suppose that Turkey, under European pressure, should be obliged to sign a peace treaty giving over Adrianople to the Bulgars. In this case, everyone in Turkey will think only about one thing: Revenge. We shall work only for one aim: Revenge. . . . On some questions an equally honorable solution for all parties may be found, but Adrianople does not belong to that category. . . . Either Adrianople will continue to remain Turkish, or Bulgaria and Turkey shall be separated by an abyss, which nothing will be able to fill.

#### Some Greek and Servian Opinions

Since the opening of the Balkan Peace Conference in London there have been symptoms of more or less distrust of Bulgaria among the Greeks and Servians. A Greek paper, the *Nea Imera* of Athens has been asking whether it would not be better to stop the fighting round Janina, seeing that the delimitation of the Albanian frontier on the side of Greece will have to be settled by the European powers. Another Greek paper, *Embeas*, frankly expressed its mistrust of Bulgarian intentions, regarding Bulgaria as arriving at a position in the Balkans similar to that of Prussia in Germany.

Later on the Servian press began to have apprehensions, and the *Pravda*, of Belgrade, said:

Why do we leave our delegates so long in London pocketing big allowances? Our duty was already terminated on November 23. We have no longer any dispute with Turkey. Notwithstanding this, we are keeping under arms 300,000 men at a terrible expense. Why? Because the Bulgarians want Adrianople and the Greeks the islands. Yet for all that the Greeks and the Bulgarians have not moved a little finger to change our situation on the Adriatic and in Albania. Pachitch cannot be unaware that the day when the Greeks and Bulgarians shall have obtained their object, they will disarm, leaving us alone to face Austro-Hungary.

Probably the complaint of the *Pravda* is well founded so far as the Greeks and Bulgarians are concerned, but according to statements from Bucharest they can still



rely on Russia. Galatz reported that several Russian steamers had passed there going up the Danube loaded with war material for Serbia, and quite recently a large number had passed carrying money, cannon, uniforms and medical supplies for Bulgaria and Serbia.

From this it may be inferred that the armistice was availed of to bring from Russia some of the heavy guns being used in the bombardment of Adrianople, and put in the Servian batteries on the Danube and towards the Austrian frontier.

## THE THREE STRATEGIC CENTERS OF ISLAM

**I**N the estimation of every faithful Moslem, three cities stand high above all the other cities of the earth: they are Mecca, Constantinople, and Cairo. With these three capitals of the Moslem world every true believer has almost daily personal relations. If he reads the Koran, the probability is that it was printed in Cairo; on Fridays he prays for the ruler at Constantinople; and every day, when he prostrates himself in prayer, it is toward Mecca that his prayer-carpet is stretched. The Rev. Dr. Samuel M. Zwemer in the *Missionary Review of the World* describes Mecca as the heart, Constantinople as the hand, and Cairo as the head of the Moslem empire.

### The Religious Capital—Mecca

The importance of Mecca lies in the number of pilgrims that visit it from every nation of Islam every year. Turkish official estimates give the total of these for 1907 as 281,000. Dr. Zwemer remarks:

What Jerusalem and Palestine are to Christendom, this, and vastly more, Mecca and Arabia are to the Mohammedan world. Not only is this land the cradle of their religion and the birthplace of their prophet, the shrine toward which, for centuries, prayers and pilgrimage have gravitated; but Arabia is also, according to universal Moslem tradition, the original home of Adam after the fall, and the home of all the older patriarchs. Here Allah constructed for them a tabernacle, on the site of the present Kaaba. The Sacred Mosque (Mesjid el Haram) containing the Kaaba is the prayer-center of the Mohammedan world. . . . The Kaaba proper stands in an oblong space 250 paces long by 200 broad. This open space is surrounded by colonnades, used for schools and as the general rendezvous of pilgrims. It is in turn surrounded by the outer-temple wall, with its nineteen gates and six minarets. The Sacred Mosque and its Kaaba contain the following treasures: the Black Stone, the well of Zemzem, the great pulpit, the staircase, and the two small mosques of Saab and Abbas.

As is generally known, Mecca is to Christians a "forbidden" city. Such as have entered it have done so at peril of their lives. It is even said that "scarcely a pilgrimage



THE SHEIK-UL-ISLAM, HEAD OF THE MOSLEM CHURCH

takes place without some persons being put to death as intruded Christians." An educated and pious Moslem informed Dr. Zwemer that when he went on pilgrimage and took pictures of the city, even his life was more than once endangered by the fanaticism of the inhabitants. Mecca, in Dr. Zwemer's view, stands as "a challenge to faith and Christian heroism." It is "the sink-hole of Islam."

All witnesses agree on the flagrant immorality which pervades the streets and even the mosque of the sacred city, on the prevalence of the slave trade, on the fleecing of pilgrims, and the corruption of the local government. If Mecca is the glory of the Moslem world, they glory in their shame. The Christ who wept over Jerusalem and had compassion on the multitudes is surely waiting for some one to go to this great city and to stand amid its hundred thousand pilgrims and point them away from the reeking shambles of their yearly sacrifice to the Lamb of God that taketh

away the sin of the world; away from the well of Zemzem to the Water of Life!

### The Political Capital—Constantinople

Besides being the capital of Turkey, Constantinople is the residence of the *Imam-el-Muslimin*, the supreme pontiff of Islam.

Even at the present day Constantinople and its politics are the cynosure of Islam from Morocco to the Philippine Islands. The fall of Constantinople would be interpreted by Moslems everywhere as the direst disaster. This accounts for the enthusiastic response and almost fanatic response in every part of Moslem India to the appeals to help the Sultan during the war in Tripoli and in the Balkan States.

As a strategic center for Christian work "calculated, directly and indirectly, to reach the 200,000,000 who bear the name of the prophet of Arabia," Dr. Zwemer considers no place can compare with Constantinople. Of its 1,106,000 inhabitants, scarcely more than one-half are Moslems. On the work of American missionaries here, he quotes the late William T. Stead as having said:

How many American citizens, I wonder, are aware that from the slopes of Mt. Ararat all the way to the shores of the blue Egean Sea American missionaries have scattered broadcast over all this distressful land the seed of American principles? They are here everywhere teaching, preaching, begetting new life in these Asiatic races.

The present situation in Constantinople "calls for an enormous expansion of all the existing missionary agencies to win the political capital of Islam for Christ."

### The Intellectual Capital—Cairo

The Moslem population of Cairo is larger than that of any other city in the world, 90 per cent. of its 700,000 inhabitants being Mohammedans. It has 206 mosques, not counting the smaller ones, and in the Khedi-

vial Library "one can trace the literary history of the city in priceless MSS. of the Koran and other books." Cairo is the center from which pours out a flood of Moslem literature.

Millions of pages of the Koran in many and beautiful editions, commentaries and books of devotion by the hundred thousand, ten thousand books and pamphlets attacking the Christian faith or defending Islam and propagating its teaching, come ceaselessly year after year from the Moslem presses of this great center of Moslem learning. Books printed in Cairo are read by the camp-fires of the Sahara, in the market-place of Timbuctoo, and are treasured as authorities in the mosques of Java, Burma, Cape Town, and Canton.

Another factor in the city's strategic influence is its journalism. Cairo has more than eighty daily newspapers, including two women's journals and three medical. In the year 1909 more than 2,500,000 copies of newspapers and periodicals went from Egypt into other Moslem lands.

Cairo is the Gibraltar of the Moslem faith; but it "is also becoming a Gibraltar of the Christian faith, not only for Egypt but for all Africa." The census for 1907 showed 25,000 Protestants. Cairo is to be the seat of the future Christian university for the Nile Valley. The Nile Press, established in 1905 for the distribution of books and periodicals in Arabic and special literature for Moslems, has "grown with startling rapidity, and more than fulfilled the hopes of its founders." All of this enables Dr. Zwemer to speak optimistically of the situation from the Christian standpoint. He says:

Mecca represents the unoccupied fields of Islam, and challenges faith and heroism. Constantinople, with its mosque of St. Sophia, appeals to our loyalty. We must win back what was lost to the Church of Christ. And Cairo is the city of opportunity, of the open door and the beckoning hand. . . . The three cities voice the appeal of three continents, Asia, Europe, and Africa, to be freed from the thralldom of Mohammed and welcomed into the glorious liberty of the children of God.

## THE BIRTH OF THE NEW HELLAS

THE victories of the Greeks in the Balkan War, surprising though they have been to the rest of the world, are accounted for in many ways in a highly interesting letter addressed from Greece to the *Süddeutsche Monatshefte* (Munich) by Dr. George Karo, director of the German Archeological Institute at Athens. The observation of this scholar, based upon long experience, exhibits the Greek as endowed with far more good qualities than he is generally credited with—in particular, warm family affection, and hospitality, and an intense patriotism.—The writer records the fall of Salonica, conquered by the Turks about 500 years ago. The capture of Constantinople alone, he remarks, could dim the luster of this victory of Greek arms.

No foreigner, says the German writer in the *Süddeutsche* has a better opportunity to learn the real character of the Greeks than the archeologist.

It is this student who, with no self-seeking aims, traverses all parts of the country, speaks their language, mingles in the life of people of every class, comes in close touch in the course of many years' work and travel with hundreds of Greeks in the capacity of subordinates.

It can be no mere accident, therefore, that it is among archeologists of all nations that we find the warmest friends of Greece. Their testimony is specially significant at this crisis of her history, since they can "base their explanation of her astounding victories upon psychological grounds."

The writer disclaims the idea of giving a character-sketch of the Greek nation, wishing, only, by pointing out certain traits—above all, love of family and country—to make recent events more comprehensible.

Nothing, he observes, strikes the stranger more forcibly than the strictly regulated structure of the family—the authority of the parents, the reverence paid them by their children, seem as if ordained by unalterable laws.

Strict rules govern other family matters, too: the younger sister may not marry before the older one, the brother not until he has provided for his sisters, and so on.

These old-time customs which are, of course, disappearing in the towns, spring from an extraordinary moral austerity. Not only is adultery a grave crime, not only does a father or brother regard himself justified in killing a girl who has gone astray—mere celibacy is considered regrettable, almost immoral. There are few European countries where primeval morals and customs hold such undiminished sway, not only in the family circle but as the basis of human intercourse. Hence the ceremonious politeness among even the simplest country-folk, ancient forms of greeting, etc., recalling the Homeric mode of speech. Owing to this highly civilized intercourse, Greece, despite the great wealth of the few, the grinding poverty of the many, has practically no Socialists. And nobody benefits more than the stranger by their courtesy. In his case the ancient Hellenic hospitality is revised. Astonishing as it may sound, there is no country where tipping is less demanded, and so often refused. These customs, vitiated by the tourist in much-frequented points, are in vigorous force in the rural districts. Such traits reveal some of the virtues of the Greek character—a human helpfulness, unselfish hospitality, and a keen sense for the honor of their country.

Patriotism animates all, even those who leave their home because it can not sustain them. In their struggles abroad to amass a fortune, their one dream is to return, to end their days on native soil. They take pride on their return in erecting, in large towns and small, fine hospitals, schools, museums. Of what tremendous significance this loyal attachment is to Greece, is obvious. For

by far the greater and richer part of the Greeks live in Turkey or are scattered throughout the world: that her scattered sons finally gravitate home constitutes her greatest and best strength.

But this very strength is rooted in misfortune and weakness. In their war of liberation, ninety years ago, the Greeks wrested only a small part of their country from the tyrant. The young kingdom was maimed, incomplete; care for her undelivered sons has constantly checked her development, absorbed her best forces. Devastated, decimated as she was at the close of the war, she needed all her strength to insure her existence. How great her sacrifices have been for her sons in Turkey will probably never be known.

In their difficult political development, the dark sides of the Greek character became especially evident to the foreigner—failings not surprising to the historian, so fully do they reflect in modern guise the antique disposition. The boundless individualism, lack of discipline, a blind rivalry which prefers destruction with an antagonist to union with him, the sudden change from grateful friendship to bitter hatred—all are reminders of ancient history, and all this was shown in the revolution of 1909, repelling the friendly witness and clouding his judgment as to the essential good in the movement—a passionate, even if at times unjust and awkward, protest against intolerable conditions, a mighty kindling of patriotism.

The writer was in Tyrnavos when the first rumors of the present war were broached. All the workmen desired peace, hoped for succor from the great powers, which, as usual, was not forthcoming. Instead, came the order to mobilize. There was no evidence among the many peasants and small people he met of any enthusiasm for war. Nearly all felt a mistrust in their own strength, a gloomy expectation of new disasters. Yet not a single one held back or shirked his duty. "We may be ruined but we can no longer allow our brethren to suffer. We must help them," was the constant cry.

Not only was the army mobilized, in admirable order, some days before the time assigned; not only did full contingents present themselves without exception; from all sides, every section of Europe, from Egypt, Asia, America, from all over the globe, the reserves, the volunteers streamed in. Rich as well as poor; a Prince Ypsilanti entered as a private; wealthy owners of automobiles placed them at the country's disposal, they acting as chauffeurs; 500 emigrants bound for America turned back from Brindisi, sacrificing their passage-money, to fight for their country, which they were on the point of leaving, because it could not support them. Just because so many had no faith in victory, because the Greek is generally peace-loving, unwarlike, must this unconditional devotion to his native land arouse our admiration.

When the news of the first victories reached Athens, one who had witnessed the last war thought he beheld another nation. There was no "vainglorious bluster; calm and quiet everywhere, only a happier expression on the

earnest faces. Undisturbed sobriety even after continued conquests. Only when Salonica fell, when what seemed an unattainable dream became a reality, did the enthusiasm burst its bounds, and for hours the streets surged with happy multitudes." The writer conversed with many wounded officers and soldiers. He found them calm, rejoicing over their victorious arms, and the hopeful prospects, but heard "no boastful accounts, no patriotic cant."

All this was new and astonishing—not so much to the archeologist, for in the course of his experience he grew to know the assiduity, endurance, honesty, and loyalty of the people.

Nor has the conqueror been wanting in magnanimity.

Many in Europe, and notably in Germany, do not believe in the "alleged" bloody deeds of the Turks. It is vain to argue the point. In Greece, at any rate, they are universally believed, and if in spite of that the Turkish wounded are cared for, the prisoners kindly treated, all honor is due to the humanity of the Greeks.

From a storm so violent that it carries a whole nation with it, uproots defects and releases virtues, the survivor must emerge chastened and fortified. This may be expected of Greece. The moment was, to be sure, rarely auspicious, the complete collapse of the Turkish army a joyous surprise; but even more than of individuals is it true of nations that Fortune favors the deserving. And thus we wish that Greece may continue to enjoy much well-earned luck.

## POLITICAL AND SOCIAL POETRY AMONG THE CZECHS

IT is to be expected that racial feeling should be strong in the Balkan nations which are not only independent individually, but are strengthened by their mutual proximity and by the long continued struggle against a common foe, but it comes as something of a surprise to find that the fires of patriotism still burn so high in another Slavic people which has long ceased to enjoy autonomy.

That such is the case is clear from the specimens of Bohemian poetry given by Louis Leger in an article in the well-known Swiss review, the *Bibliothèque Universelle* (Lausanne). The article is based on the contents of two recent books, the "Czeska Livra," a Bohemian anthology published at Prague, and a volume in French, by M. Jelinck, on "Contemporaneous Czech Literature," published by the *Mercure de France* in Paris. Prof. Leger writes:

Bohemia, like Belgium and Flanders, is a country of great industry and exploitation of mines. It is the theatre of a double struggle. On the one hand the Czech would fain emancipate himself from the German; on the other hand the workman desires to emancipate himself from the capitalist who exploits and oppresses him, and who is most often a foreigner. Their poetry endeavors above all to express these two tendencies, which sometimes complement, and sometimes contradict, each other.

Professor Leger thus expresses his reasons for confining himself to the topics given:

Men sing of love, of poetry, of nature, and of God in every land and in every tongue. What I here particularly desire to study is the manner in which this people, so patriotic, has sung of its fatherland

—the manner in which this people, so laborious, has sung of labor. . . .

The first poet quoted is Joseph Fricz, who was born at Prague in 1829, and died there in 1890. Of his race, he sings:

The Slav is a serf, a slave. So be it!  
But God also was a slave upon the cross.  
Persecuted, condemned, scourged,  
He yet bore the future in His great heart.

Yes, the Slav has been a serf.  
He has been bowed beneath the weight of the yoke.  
But the day of Judgment is come.  
The awful Lord of Lords asketh in wrath  
Why ye have bound the poor Slav to your chariots,  
Why he has been beaten and nailed upon the cross.  
You! Races of Cain! What will you answer?

Of another distinguished poet, Sviatopolk Czech, the author of "Songs of a Slave," Prof. Leger says: "He is interested not only in his compatriots of the kingdom" of Moravia; he embraces in his work his Slavic brothers, perhaps the most unhappy and the most forgotten of the Slavic people. He associates them with the vows which he utters for the future of his country.

It matters little, sons of Carpathia, that the course of history has separated us. Nothing will break the thousand ties that have bound us for centuries; we are a single people, a single tongue, a single branch of the Slavic stock. Nor use nor violence can separate us. . . . Shoulder to shoulder, flank to flank! That all the world may know we are brothers, that the enemy may find us a united group.



An even greater poet, perhaps the greatest of Bohemian, is Jaroslav Vrchlicky. We are grateful for the footnote which tells us that his name is pronounced Verchlitsky! He is given a place of honor in both the books under consideration. But he, we are told, is a "cosmopolite artist of the *genre* of Leconte de Lisle, or of Victor Hugo, and the patriotic inspiration is possibly that which has visited him most rarely."

He has, however, written one beautiful sonnet in which he evokes the splendors of the royal crown of Bohemia, which now rests in the cathedral of Saint-Vit, and says: "The present sovereign is the first, who, in spite of formal promises, has neglected to have himself crowned with it." This sonnet reads in part:

How long wilt thou languish in thy retreat,  
O splendid jewel, sacred symbol of our nations?  
... How long wilt thou slumber in thy cell?  
It is not in vain that upon thy circlet gleams the  
brilliance of our precious stones. Our love is the  
ruby; our faith is the sapphire; the emerald our  
hope, and the pearl our silent abdication. . . .

Even more interesting are the examples given of the poetry voicing social unrest. The nobility and beauty of labor are thus glowingly phrased by Simaczek:

Labor is a duty which of beasts makes men;  
Labor is as necessary to man as love;  
Whoso soweth labor reapeth joy,  
And guardeth in his heart eternal peace.

When comes the trump of doom God will not ask  
of man  
Whether he hath broken stones or written verse.  
Whoso saith "I have labored" shall be saved,  
Whether he hath furrowed his brow with thought,  
or his field with the plowshare.

Another poet writing under the pseudonym of "Liberté," gives this sombre and menacing description of the burial of one of the victims of a mining disaster:

The priest prayed, but alone, all alone.  
All of the people were dumb  
Once they looked vainly to Heaven,  
Now they look only upon the earth.

There was one grave more in the miners' cemetery  
And a new debt was written in the account of  
the proprietors.

With yet louder threats the mine-owners  
are assailed by the poet writing under the  
pen-name of Petr Bezrucz.

All you people of Silesia!  
You, masters of the deep mines!  
The day will come when the depths shall vomit  
flame and smoke,  
The day when we shall settle our account!

## THE DRAMA OF FRENCH INDO-CHINA

**M.** PAUL LOUIS HERVIER, a French traveler with a taste for original investigation, has been visiting the eastern part of the Malay Peninsula within the last twelve months. While there he cultivated the acquaintance of the native literary class and, guided by influential members of that class, managed to gather at first hand some interesting information about the native drama in Anam—which is the southernmost division of French Indo-China. To judge by the audiences at the native theaters, the drama flourishes in that remote, and not much talked-of, region; though M. Hervier's report to the *Temps* reveals a woefully low standard of remuneration for actors and playwrights. Historically, the Anamese drama derives from that of China; but it has not by any means reached the end of its productive period. One native playwright was so obliging as to present M. Hervier with a sketch of his latest work, and the French traveler has communicated a summary of it to the *Temps*. Its author, he says, seemed

particularly well pleased with his own choice of the title—"A Sentimental Piece,"—which may strike the Western taste as vague even to blindness. The raw material of this Anamese production of 1912 is, like that of most Anamese dramas, Chinese: it is to be found in that classical work "The Holy Chamber: or Extraordinary Thoughts." How altogether extraordinary, when considered from a Western viewpoint, are the thoughts of China and of Anam on human life and duty, will be apparent from the following summary of "A Sentimental Piece":

An aged widower wishes to find a wife for his son, but is embarrassed by poverty. This son, being very well educated, entertains a deep regard for his father. One bright moonlight night, while his father sleeps, the young man goes out to recite some verses which he has composed in the ancient classical style. Suddenly he perceives in the moonlight a beautiful damsel coming toward him. Never having seen her before, he asks her why she comes in the night time to him, a stranger.

The girl—who is in reality an immortal fairy, and who has for some unintelligible reason fallen in love with him—replies: "I live in this place. I

listened to your verses, and they were sweet to me. I have followed an impulse to come and seek your friendship."

The poet nothing loth, they meet again and again by night. Their mutual affection grows, and they exchange promises of marriage. But one night the father surprises them in the midst of a poetical conversation, and, being very indignant, drives the girl away with expressions of contempt.

"If thy heart be indeed capable of filial sentiments," he says to his son, "I forbid thee such behavior. We are poor, it is true, but we are of the scholar caste. Thou shouldst indeed marry, but let it be in accordance with precedent, asking the consent of the maiden's family."

Before re-entering the house the young man craves one last word with his lady love.

"Go," she tells him, "and seek the hand of a fair and virtuous maiden of your own age who dwells in the next village."

"But we are poor," he answers, "and cannot defray the expenses of the wedding ceremony."

"Let not that hinder you," the girl reassures him. "My father is rich. Take this bag of gold, it is yours. And be happy."

At this the young man bursts into tears.

Then says the girl: "Which of our two hearts has in it the truer love—yours, who weep, or mine, who am willingly sacrificing my dream? Come, be not downcast; you are rich now, and soon you will have a lovely wife."

Straightway she departs to make her preparations. For the house in the next village, the beautiful and virtuous maiden and her parents are as yet only imaginary, and all have to be created. The fairy creates them and, while she is about it, throws in a brave man, who is to play his part later on.

At daybreak the young man (not the brave one) tells his father everything, and asks his permission to go to the next village and seek the hand of the beautiful and virtuous maiden. The quest is accomplished, and all is happily arranged.

One year later the young scholar is the father of a boy. His wife is a good wife to him, and more beautiful than ever. Their home is happy. But in the same village dwells a retired mandarin, a man of great influence—apparently with the Police. On the Festival of the Dead this mandarin encounters the young man with his wife and child, who have been to sweep the tomb of their ancestors. Attracted by the wife's beauty, the mandarin offers to buy her, and being refused, throws down the money and makes his attendants carry her off to his splendid palace. The husband feels

unequal to fighting, so, to prevent further mishap, he goes home with his little son.

The old father, on the contrary, loses no time in attempting to rescue his daughter-in-law. He is killed. The inconsolable husband alone shrinks from a struggle with this powerful enemy. Helpless, but unresigned, his sorrow reaches its culmination with the news that his wife has killed herself.

Then it is that the brave man so thoughtfully created by the fairy makes his appearance. Coming to the young scholar, he says: "They have killed your father and driven your wife to suicide; and yet you do not resist! You prefer your own life to the pains of the conflict. You live like a mere animal without reason. Were I in your place, I would kill my adversary. If you are not capable of that, then kill yourself, for in that way you will rejoin your father and your wife in the other world."

"As for fighting," replies the man of letters, "I am very weak. And I hesitate to kill myself because of my little son, over whose life I must watch."

"Cowardice inhabits your soul," exclaims the brave man, who knows the worth of his own muscles, is familiar with the mysteries of fencing, and can plant a knife with unerring aim in an object five or six yards away.

That night the mandarin is stabbed to death in his bed. When he hears of it, the young scholar, fearing that suspicion will fall upon him, runs away with his child into the forest. He is tracked by the authorities and brought back to the village, his child being abandoned in the forest. After a long judicial process, his innocence is at last established; he is set free, and returns to his empty house, to mourn his father, his wife, and his child.

One night he hears a knock at the door. He opens it and beholds the lady love whom he had abandoned at his father's behest. She leads by the hand a little child—his little son, safe and sound. His benefactress—his sweetheart of other days—will vouchsafe no answer to the young scholar's thousand hurried questions.

"Your troubles are past," she tells him. "You are now alone in the world—without father, without wife. Will you take me for your wife? I will try to make myself useful in the house, and watch over everything, while you apply yourself with courage and perseverance to the completion of your education."

So we have a happy ending, at least according to Anamese ideas.

## THE CENTENARY OF GRIMM'S FAIRY TALES

IN the apt phrase of Ellen Key this is "the century of the child," and in nothing is that more manifest than in the literature of the day written for children and about children.

Gone are the tales of "Meddlesome Mattie" and "Greedy Dick" which edified our forebears, and in their place we have the charming whimsicalities of "Peter Pan," of

"Snowwhite," and "The Seven Dwarfs," of "Hansel and Gretel," of the "Königskinder," and "Racketty-Packetty House," not to mention "Uncle Remus," the "Jungle Tales," and a score of others.

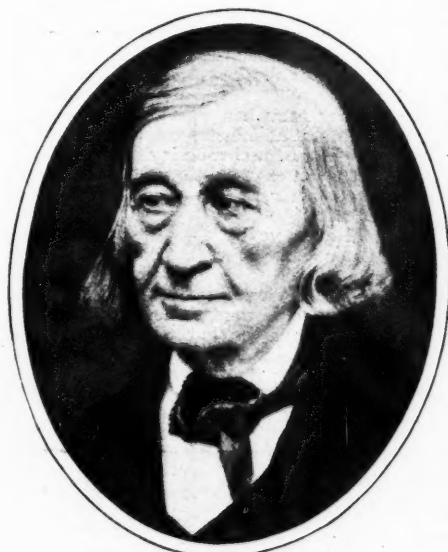
In short, the children of the race are being entertained and instructed by variants of those folk-tales which entertained and instructed the childhood of the race.

This is scientifically correct according to the modern biological notions which declare that the child passes through, in the course of its development, all those stages through which the race has climbed upward during the long eons of evolution.

It is fitting, then, that we should remember to honor the devoted labors of those patient German scholars, Jacob and Wilhelm Grimm, who issued just one hundred years ago that collection of folk-tales which, under the modest title of *Kinder- und Hausmärchen* (Tales for Children and Household), was to achieve a worldwide fame and stimulate a thousand others to gather from living lips the precious lore of an immemorial past.

In a recent number of the *Deutsche Rundschau*, Erich Schmidt gives an account of this monumental undertaking of the learned brothers—an account whose contents are weighty to the student of folk-lore, and whose style is correspondingly heavy for the general reader.

We analyze it briefly and quote a few excerpts. The interest taken at this time in folk-tales both by men of letters and men of science Mr. Schmidt finds to be an outgrowth of the larger movement of romanticism which was the dominant feature of that era. He discusses learnedly the works of Herder, Uhland, Tieck, Hoffmann, Goethe, Brentano, Arnim, and others, some of whom warmly encouraged the brothers in their enormous undertaking.



WILHELM GRIMM  
(From a photograph)



JACOB GRIMM IN 1855  
(From a drawing by Herman Grimm, his nephew)

The vast stores of learning possessed by the Grimms well fitted them for an enterprise which involved not only the patience and enthusiasm of the collector but wide knowledge of philology, history, and literature. Wilhelm may be said to have possessed the former qualities in the higher degree, and to him is chiefly due the charming colloquial style of the stories, while Jacob was pre-eminent in scholarship.

The tales were gathered largely by word of mouth, chiefly from women, among whom may be mentioned with special honor the sturdy and long-memored "cattiewife of Schwelm," Maria the sewing-maid, and the little maiden, Dorothea Wild, whom Wilhelm later married. Other sources were sixteenth century jest-books and anecdotes, simplified translations of medieval Latin poems, and modified versions of the rollicking stories of the cobbler of Nürnberg, Hans Sachs. Others were picked up here and there by learned confrères.

To express in homogeneous style matter of such heterogeneous origin was naturally a difficult affair. Apropos of this Mr. Schmidt remarks:

On the whole, however, a harmonious style was achieved—popular, not vulgar; strong, even

rough, but never crude; childish, but free from puerility; with the genuine hallmarks of antiquity, yet without affected archaisms. Here is the pure German mother-tongue. . . . This prose, often broken by refrains in the ancient meter of the folk-song, showed the most wondrous things to be the most believable, and captured the imagination by the simplicity of the sentence-structure.

Other features are the use of simple connectives, such as *and* and *but*, and the avoidance of the involved dependent and relative clauses which render so cumbrous much German literature. There is much conversation and it is seldom indirect.

Simplicity is gained, too, by the use of monologue—"I said to myself," etc.

The narrator introduces the dramatic element of suspense by pauses, with such phrases as "*Just think!*" "*What do you suppose he found?*" etc.

Emphasis is gained especially by the chief expedient of all ancient poetry, mere repetition: "*A long, long time*"; "*She sang and sang*"; "*He fished and fished*."

Besides the frequently recurring rhymes

there are devices of accentuation by means of sound, such as alliteration and imitative or onomatopoeic syllables: *ritze, ratze*, and *plitsch, platsch*, for example.

As in proverbs and folk-songs the mode of expression is picturesque and imaginative, though without detailed imagery and metaphor. The endings are frequently jocular, as the sentence, "Anybody that don't believe this story must pay a dollar," a threat that brought one skeptical but honest little girl to the good brothers' door one day with her thaler in hand.

Though without expressed "moral" there is evinced a naïve poetic justice. The wicked are punished, often with shocking penalties, while the good are rewarded, generally by fortunate marriage and "living happy ever after." Marriage is usually based on true love, rank and wealth proving no obstacles.

The scientific power of the collection is also great. Translated first into English, it has stimulated throughout Europe and gradually throughout the world the zeal of the collector.

## THE PUBLIC SPIRIT OF THE LEGAL PROFESSION IN CUBA

A RECENT issue of the illustrated weekly, *Figaro*, of Havana, is devoted to the Colegio de Abogados, an association of Cuban lawyers first officially established in 1886, under the Spanish régime. Another association of the legal fraternity, of more recent foundation, the aims of which were essentially social, was the Circulo de Abogados, founded somewhat on the lines of the Lawyers' Club of New York. In 1900, as the result of a protest against the action of the new republican administration in removing certain judges, the Colegio was dissolved and lost its official character, but was soon reorganized as a private association, its activities being at the same time widened so as to include those of the Circulo. In 1909, its official status was restored.

As one of the original founders of the Colegio de Abogados, and as a foremost representative of the Havana bar, it is but natural that a prominent place is given to Dr. Antonio González de Mendoza, whose recent death in Havana, at the ripe age of seventy-eight, was mourned by the whole legal profession of his native island. The task of briefly recounting his career has been sympathetically performed by Dr. Luis Azcárate:

Eminent both for his legal acumen and for his brilliant eloquence, as well as for his sterling rectitude, Dr. Mendoza occupied an exceptionally high place among Cuban legists. He gave early evidence of his devotion to professional studies. When but twenty years old, in association with six of his fellow-students, he founded what was called the "Academia de Estudios," the aim of the little coterie being the establishment of a library and of a place of reunion, where they could review the university lectures they had attended. Here they were wont to assemble every evening, except on Sundays, one of the number acting the part of professor. This is an example that Dr. Azcárate regards as worthy of recommendation to the young Cuban students of to-day.

When still quite young, Dr. Mendoza was appointed relator in the court termed the Audiencia in Havana, and in 1856 he entered a competition for the vacant professorship of jurisprudence in the Royal University of Letters, the leading institution of learning in Cuba at that time. The theme chosen for the theses was: "Are degrading punishments allowable for the suppression of crime?" Dr. Mendoza was adjudged the winner in this contest and secured the professorship.

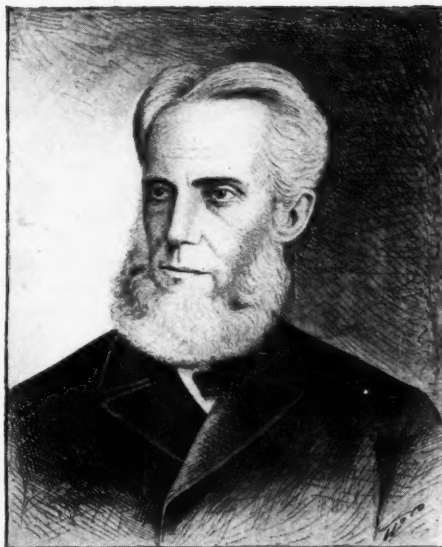
In 1879, he was elected to the office of Alcalde Corregidor of Havana, by both liberal and conservative votes, a notable testimony to his reputation for strict impartiality and calm judicial poise. However, he only administered this office for six months, as he felt that his more immediate duty lay in the line of his regular legal practice. He refused to accept any share of the considerable sum allotted as salary for this office.



During all the troublous times preceding the final establishment of the Cuban Republic, Dr. Mendoza was almost the only Cuban of note who constantly and consistently rose above the political passions of the period, and in this way he gained the unlimited confidence of the leading Cuban families, with many of whom he was either related or connected. The long-continued disturbances caused a number of prominent Cubans to absent themselves from the island at this time, and Dr. Mendoza was entrusted with the management of many large estates during their owners' absence.

A striking demonstration of his devotion to principle is given by Dr. Azcárate. Many years ago, when slavery still existed as an institution in Cuba, he showed the depth of his abolitionist convictions by granting freedom, in a single day, to some 300 negro slaves on his plantation Santa Gertrudio, an act entailing a nominal loss of approximately \$300,000, according to the ruling price of slaves at that time.

During the first American occupation of Cuba, he was appointed President of the Supreme Court in Havana. He was also consulting counsel of the Casa de Beneficios y Maternidad. Gen. Martinez Campos selected him as a member of the Council of Administration, and by his thorough command of all judicial questions and his indefatigable activity, he rendered great and important services to the young republic in this capacity.



THE LATE DR. PEDRO LLORANTÉ, ONE OF THE FOUNDERS OF THE LAWYERS ASSOCIATION OF HAVANA

## NORWAY'S INDUSTRIAL FUTURE

NORWAY has long been popularly associated in the public mind with maritime expeditions; and the exploits of Norse adventurers have furnished many a theme for the poets and much material for the historians; but, said Björnstjerne Björnson, not long before his death, "the future of Norway is not in her white sails, but in her waterfalls that drive the wheels of modern industry." This view is endorsed by Dr. Samuel Eyde in the *American-Scandinavian Review*. He writes:

For centuries our forefathers have won their living from the sea; whole cities have grown up around the shipping industry. The highest type of workmen have put all their skill of hand and brain, all their mechanical genius into the construction of ships made from the timber of our own forests, and our sailors have carried Norway's name all over the world. . . . Now all this is changed. . . . A few decades ago it was the greatest ambition of the Norwegian boy to command his own ship; now the active, intelligent boy seeks something better than the sailor's life has to offer him under the changed conditions. It was clear that if Norway should advance, or even save herself from retrogression, she needed a fresh impulse to healthy activity. It came, just at the right time, through the modern inventions that have made it possible to wake, as with a wizard's wand, the powers that sleep in her waterfalls.

the sea. Canneries followed the fisheries; in the interior of the country timber has been utilized for paper pulp; an excellent class of laborers was developed; and engineers mastered the science of utilizing water power. Norway was thus prepared to receive the electro-chemical industry with which Dr. Eyde is associated and of which he gives a lengthy description in his article. A beginning was made on a small scale.

In July, 1903, the first small factory was started at Frognerkilen for the producing of nitrates from the air by the Birkeland-Eyde method. I venture to say that it was not only the mother of all the nitrate industries of Norway, but that it has given the impetus to the many-sided activity which is fast transforming Norway from a thinly settled country into one of the great manufacturing communities of the world. . . . The saltpeter industry, which had its beginning at Frognerkilen less than ten years ago, has grown to large proportions. We began with a plant utilizing twenty-five horsepower in the Birkeland-Eyde furnace; now our two plants at Rjukan and Notodden use 200,000 horse-power. . . . We began with two laborers and two other employees; now we have 1340 laborers and 143 other employees. Our task is to catch the nitrogen in the air by bringing about its union with oxygen, and thus create chemical nitrogen combinations that can be put to practical use.

The Norwegians' first manufacturing industries were naturally those associated with

Dr. Eyde describes the Birkeland-Eyde method of producing nitrates, which has



THE VILLAGE OF RJUKAN, NORWAY, IN 1908

developed into an extensive industry. Calcium nitrate, which is the artificial fertilizer known as Norway saltpeter, is shipped from his company's shops at the rate of 2000 barrels a day, or 100,000 tons in a year. Carborundum manufacture and the manufacture of copper and nickel by electrolysis, and the smelting of iron by electricity bid fair to prove important industries.

In order to secure a permanent class of laborers, the experiment has been tried of providing good homes at reasonable rates for them. The results have been successful. At Notodden and Saheim, where there were 500 and 50 people living a few years ago, to-day there are 5000 at the former place and between 5000 and 6000 at the latter.

Dr. Eyde acknowledges the aid received

from foreign banks, without which the industrial development of Norway would have been impossible. In the nitrate industry, for instance, the amount of capital invested is 100,000,000 kroner.

The new industrial Norway is but ten years old. Dr. Eyde believes that within a very short period "the tide of immigration will be turned backward, and the red, steady stream of lifeblood which has poured from our country to your beautiful United States will remain at home to enrich the motherland." Norwegian writers, musicians, artists, and discoverers "have been recognized as among the world's greatest." Norway should now "come out of her long seclusion and take her part as a power not only in art and literature, but also in the industrial world."

## SOME NEW PHASES OF THE WOMAN MOVEMENT THROUGHOUT THE WORLD

AMONG the things that "they order better in France" must now be included feminism. We are assured by Héra Mirtel in the *Renaissance Contemporaine* (Paris), that, above all, "French feminism is disinterested and pacific." Also—and this with palpable allusion to events on the other side of the English Channel—that, "without setting fire to letter-boxes, or smashing street

lamps, and without laying a needlessly violent and stinging hand on the cheeks of members of Parliament and policemen, the women of France have, slowly, perhaps, but definitively, regained the *liberty* of salaried employment, if not the *equality* in labor, assured by the old corporate laws."

French feminism has other things to its credit: it has "conceived, elaborated, and



RJUKAN AS AN INDUSTRIAL CENTER

(Showing the transformation wrought in four years from the conditions shown in the picture on the opposite page)

published the best projects of economic, social, and parental laws, which other nations are quick to adopt and promulgate. This was recently the case in Norway, where a minister introduced a motion for labor legislation which has long since been operative in France." In Norway, "the waiting-maids are more alive to their social interests than the richest *bourgeoises* in France."

According to this writer, in France the most implacable enemy of feminism is woman herself. But there is some excuse for this:

The French townswoman has recovered in private life, among the members of the family over which she rules so autocratically, social kingdoms and lost politics. It is she who directs the child toward a career, marriage, and the destiny of her choice. It is she who by the dot, by the management of the family budget, withholds the true economic right of her race. And, consciously or unconsciously, she fears to compromise, in this feminism which speaks to her of conquest or a social and political kingdom, the intimate sovereignty of her home, so dearly maintained, so jealously defended. But, whether she will or will not, she ultimately will be forced to adapt herself to the exigencies of new social realities, of inexorable modernizations of certain matrimonial devices which embody the prayer of the Roman matrons: "Oculuit!" Now a minor and irresponsible before the law, she will be forced to become free and responsible in society in an evolution toward a desirable equilibrium of rights and duties.

This was thoroughly well understood by the Union Fraternelle des Femmes, in seeking

to realize an alliance between all classes, all feminine hopes soaring toward the new or remodeled kingdoms which await us. This society, of which the writer of the article in the *Renaissance Contemporaine* is vice-president, is reckoned among the most important and the most sympathetic of all the Paris feminist bodies. It was founded December 31, 1901. The name of the founder, Mme. Marbel, indicated both that the very advanced tendencies of the society would be accepted and that its members would be animated by a fine spirit of conciliation; also, that solidarity and tolerance would be their principal rules of conduct. The following details of the history and operations of the Union will be of interest to American sympathizers with the women's movement:

The Union began by holding monthly reunions at the home of the founder. Three years later the president obtained the use of a room at the town-hall. This municipal hospitality conferred in a way a brevet of respectability, and served to reassure those timorous persons in whose eyes feminism represented a subversive and dangerously revolutionary doctrine. Public seances, held once a month, are devoted to communications and general matters relating to feminism at home and abroad, and to "talks" or conferences on propaganda and various other questions. But besides engaging primarily in oral propaganda, the Union has contributed to the written propaganda of feminism by (1) editing a feminist almanac and (2) in contributing to the foundation of an important feminist library. The *Petit Almanach Féministe illustré* which appeared from

1906 to 1909, was a brochure for propaganda, composed by members of the Union, and in which was included a feminist calendar. In this calendar, the first of its kind to be published in France, the names of the usual saints were replaced by those of "the saints [both masculine and feminine] of feminism." The library (*Bibliothèque Féministe*) is directed by Mme. Marbel herself, she having

resigned the functions of president of the Union in order to devote herself entirely to the library, which now contains several thousands of volumes.

The Union Fraternelle des Femmes gives evidence of intense vitality in each of its fields of operations.

## THE WOMEN'S MOVEMENT AND FOREIGN MISSIONS

"NO modern phenomenon is more significant in its relation to the foreign missionary cause than the women's movement of Europe and America: no movement is more worthy of careful and sympathetic study on the part of missionary leaders," says Miss Ruth Rouse in the *International Review of Missions*. As well study European politics neglecting the labor party, or world politics neglecting the spirit of nationality, as study world missions neglecting the women's movement. In noting the action and interaction of the forces of this movement with those at work in the mission field, six main characteristics of it are discussed by this writer:

1.—*The women's movement is international in its scope and in its ideals.* The aims and undertakings of the modern woman, however different their promoters may be in environment, occupations, national temperament, and in religion, are everywhere spontaneous in their origin and fundamentally alike. As Dr. Alice Salmon, the secretary of the German National Council of Women, has said: "The same convictions animate the women of all lands: they strive after the same objects: they are everywhere dominated by the same ideas: they are pushing the same demands." Miss Rouse is the traveling secretary among women students for the World's Student Christian Federation, and her own experience amongst the women students of forty-two different countries confirms this verdict. "It is most significant," she says, "that to-day the women's movement is making a conscious propaganda, definitely aiming to capture the women of the East for its ideals."

2.—*There are two spiritual forces behind the women's movement in the West, and both are distinctly Christian in origin.* The first of these is "a striving for the development and expression of personality." The various liberating movements which have been a distinctive feature of the Christian era, such as the abolition of slavery, the enfranchise-

ment and education of the middle classes in the eighteenth century, and now the women's movement, have all, directly or indirectly, sprung "from the permeation of human thought with our Lord's teaching on the value of the human soul." To quote from the article:

The movement for the liberation of women has swept round the world. . . . The opening of the professions has rapidly followed that of the universities, so has the opening of many kinds of administrative work; the municipal vote is granted almost everywhere, the parliamentary vote is rapidly following in country after country; in Norway and Finland women sit in parliament; the time is not far distant when women will be legally permitted to do anything of which they are capable. The battle for the right of women to express their own personality is more than half won. That the movement is one of the outworkings of the teaching of Christ concerning the human soul can hardly be denied.

The second force is a "striving for opportunity to serve the community."

To the question "To what end?" the women's movement answers clearly and universally: "To the end of service." Christ's teaching on the law of love is working out in the movement, unconsciously or consciously, far more dominantly than even His teaching on the value of the human soul. Nothing strikes the observant student more forcibly than the way in which the note of self-expression is rapidly transcended by the note of service, if indeed the note of service be not dominant from the first.

3.—*The dominant note in the movement is the interest of the community rather than the interests of one sex.* Miss Rouse thinks this proposition may be disputed, and that "possibly the writings and actions of a few women at the present time in Great Britain give some color to a fear of sex war. Nevertheless, the serious literature of the women's movement support the contention: its dominant note is an emphasis on the differing gifts of men and women and the need for securing the free play of both for the highest good of the community."



4.—*The movement affords a direct training for carrying out certain of the best missionary ideals.* Under this head Miss Rouse quotes a passage from the Report of the Commission on the Preparation of Missionaries, presented to the Edinburgh World Missionary Conference in 1910:

"A vision of the place of women in the building up of the whole fabric of national life, and a statesman-like conception of the way to realize the vision, is urgently demanded. In the work of national regeneration to which we have set our hand the woman missionary has a place of primary importance. She works indeed for to-day, but she must be trained to know and act upon the knowledge that, down to the smallest detail, her life and her work belong to the great future." For this aspect of her future work, where can the woman missionary find better training than in women's organizations of the West?

5.—*The movement is a strongly moral one.* Recognizing the fact that the movement has been attacked as tending to undermine the institutions of marriage and the family, Miss Rouse shows what has been its influence in these directions.

The women's movement in every country makes the abolition of the "white slave" traffic and the suppression of the social evil one of its main aims. In this, and in their endeavors to combat impure literature and pictures, overcrowded dwellings, and insanitary conditions, women are entering the lists for the protection of their homes and those of others, and striving to make possible a pure

and strong family life. The most powerful incentive to the demand for women's suffrage in land after land has been the conviction, gradually arrived at by women, that the vote was necessary if they were to ward off the evils that threaten the home. . . . In Finland and other lands the movement has been, until recently, demanding the recognition of civil marriage, the refusal of which drives many honorable people into *marriages de conscience*. . . . The fact cannot be denied that there are in many countries to-day considerable numbers of thinking women who are either supporting the recognition of *unions-libres*, or frankly putting the claims of passion before all other claims. . . . Novelists whose main contention is for erotic rights . . . are all enemies and critics of the women's movement. The one British woman's organ which advocated anything like such views, *The Freewoman*, has just expired, abjuring female suffrage and all its works.

6.—*The movement is in no way anti-Christian or irreligious.* As indicated above, "the two main driving forces of the modern women's movement—a sense of the value of human personality and a passionate desire for service—are the direct product, even when the debt is not acknowledged, of the teaching of our Lord."

Finally, it is claimed by the writer that "if she would Christianize one main source of the ideals of her own future workers and of the women of the East, the Church has nothing to lose and everything to gain by entering into sympathetic and understanding relationship with the leaders of the women's movement."

## WHAT JAPAN IS DOING FOR THE EDUCATION OF HER WOMEN

FOR centuries the women of Japan were taught the "three stages of obedience": When young, obey your parents; when married, obey your husband; when old, obey your son. Up to recent times all the books written for the edification of Japanese girls were those of ethical instruction—the teaching of the daughter how to behave toward her parents, of the wife to her husband, and the mother to her children. This idea of womanly obedience, writes Jinzo Naruse, President of the Japan Women's University, in the *Oriental Review*, "has undergone a decided change in modern Japan, although the principle remains that moral culture have the position of supreme importance in woman's education." For the correct understanding of conditions in Japan it is necessary to bear in mind that moral culture has always been the all-important object.

Under these circumstances it is only natural that various religions and ethical teachings that have at times found acceptance in Japan should have formed the basis of education, both for men and for women. Buddhism, first introduced into Japan about a thousand years ago, included in its tenets an outrageous dogma about women. This was that woman was full of sin. Confucius, the founder of the school of the Chinese ethical teachings that has had so wholehearted an acceptance in Japan for the past two centuries, did not show much improvement in his estimation of womanly virtues. He paid the fair sex the negative compliment that its individuals were as difficult to manage as was every person of small mind. As a logical conclusion of such teachings being accepted in Japan, the Japanese women could do nothing in way of asserting their own character and originality without meeting with the disapproval of their friends. Their instructions were to be as quiet as quiet could be; as obedient as could be; and as meek as could be.

Of course, one result of such a system was that women had a unique schooling in self-

restraint, discipline, and devoted loyalty to their superiors; and history records the acts of devotion and virtues of hundreds of Japanese women who have thereby become immortal. These, however, were exceptions.

With the introduction of Western civilization into Japan the modern idea of the status of woman found entrance also; but, says President Jinzo Naruse, "in view of the fact that a reactionary spirit is present in every country, the change from the old to the new idea has been gradual in Japan." It seems that even at the present there are some Japanese who "think that the sole object of women's education is to make them good wives and mothers." There is, however, ample evidence that this view is not generally accepted in the following statement of the *Oriental Review* writer:

At present there are more than 200 girls' high schools of 500 students each in Japan. There are many schools devoted to training girls for earning independent livelihood; such as those teaching music, the arts, medicine, bookkeeping, sewing, pedagogics, and many other kinds of work. The Japan Women's University which I was able to establish in 1901 with the support of the leading men and women in every walk of life in Japan, has now 1,100 students, divided into Departments of Pedagogics, Literature, English Literature, and Housekeeping. The University intends to organize in the near future departments of music, art, and medicine. At the time of the organization of the University, the Empress Dowager made a liberal donation in the institution, and the leading statesmen, educators, and business men of Japan helped in one way or another to make the school a success.

Since the founding of the University twelve years ago, the whole strength and energy of

the president have been directed to this point—"a spiritual training to form a fundamental education"; for she believes in "the unity of the essence of all religions and philosophies." She herself was converted to Orthodox Christianity when she was 17 years of age, and about twenty years ago, "no longer satisfied with her narrow dogmatic faith," she came to the United States. "While at Andover," she says, "it came clearly to my mind that women's education in Japan must be based upon a strong foundation of religion—a new living religion." Jinzo Naruse has carried out this idea. Her experiences of the past twelve years have caused her to adopt a particular method for the ethical teaching of the students at the University.

The idea is to encourage the students to lead spiritual lives, drawing their inspiration from whatever religion they might happen to believe in and to discourage them from the sordid influence of materialism. The method was founded on the belief that different religions, different creeds, and different technical teachings, though conflicting in minor points, are similar to one another in the essential points such as seeking after Truth and higher spiritual life. This belief also forms the basis of an international movement recently started by the Association Concordia of Japan. Among our girl students there are some who seek their spiritual salvation through Buddhism. There are others who are leading a Christian life. Again, there are others who would rather be conservatively Confucianists; while a majority profess no religion. But they are not only tolerant to each other regarding their faiths but are united in spirit. All these women of different faiths are mingled together in one room, all in one body, all in one hope, one in the great principle, and one in the same love of God and Man.

## THE DECLINE OF CANADIAN POETRY

CANADIAN poetry is in a bad way, a very bad way; the meretricious Vaudeville School is in the ascendant; and both the Canadian poets and the Canadian poetry-reading public should promptly turn over a new leaf. Such is the burden of an essay from the pen of Mr. J. D. Logan in the *Canadian Magazine*. This well-known critic groups Canadian poets, since Confederation, into three schools which he labels with characteristic sobriquets. Lampman, W. W. Campbell, and D. C. Scott he calls the Great Lakes School, from their native environment or from their themes, or from both. C. G. D. Roberts and Bliss Carman he calls the Birchbark School, a sobriquet jocosely applied to

them by the London critic, Mr. E. B. Osborn, because "they use the mottled scrolls of the Red Man's papyrus to build a canoe, or as a vehicle for verse, with equal dexterity." Following Mr. Osborn's lead, Mr. Logan dubs "the throng of verse-makers, poetasters, and (some) poets who have flourished within the last decade (1903-1913) the Vaudeville School both on account of their themes and their appeal to popular taste." He sketches the history of Canadian poetry from 1840, in part as follows:

In the poetic work of Mr. Mair and Dr. Reade Canadian poetry of the period from 1840 to 1870 attained its acme. But from John Breckenridge to Alexander Rae Garvie poetry was only an avoca-

tion (not a systematic vocation) of the Canadians who essayed the art. On the other hand, Roberts, Lampman, Carman, Campbell, and the two Scotts were the first poets in Canada, native born, to begin the *systematic* cultivation of the technique of fine poetry, to adopt the writing of poetry as a professional career; but they were not able to "make it go," and were forced to turn to other fields in order to obtain the necessary income which would allow them to practise the systematic writing of poetry worthy to be called fine art. . . . Fate had added insult to injury by flaunting in their faces the astounding phenomenon of a poet of the Vaudeville School not only earning his daily sustenance from his poetry, but also so enriching himself from the royalties that relatively to other poets Mr. Robert W. Service is to be regarded as a member of the plutocratic class in Canada.

The characteristic poetry of the last decade, represented at its best by the work of Mr. Service and Mr. R. J. Stead, and at its worst by that of the Rev. Hamilton Wile and Mr. Paul Agar, between whom are at least a hundred other poetasters, is "all serious and sincere, but it is all abortive and impossible, having been written by men and women who possessed neither the philosophic perception of values, nor the true poet's vision of nature and of life, nor the master-craftsman's skill in shaping beautiful form." The causes of this abortive or decadent poetry are "objective or public and subjective or personal." The former "are for the most part the *privative* conditions under which twentieth-century Canadian poets must write—the natural defects of an adolescent civilization." Chief among these are:

- (1) The refusal of the Canadian people to create leisure for imaginative recreation and for the cultivation of fine taste in the appreciation of poetry;
- (2) the refusal of the Canadian people to cultivate and exercise rigorously the æsthetic conscience;
- (3) the recourse in Canada to the pages of an uncultured and uncritical press as the ever-ready and primary medium for the publishing and the disseminating of poetry;
- (4) the decentralization of genuine literary taste and criticism in Canada, or the refusal even of the cultured to adhere, in their literary preferences, strictly to the standards and methods of *belles-lettres*, and by this refusal promoting the baneful influences of the periodical press which, were it assisted by the cultured to maintain in its pages the ideals of *belles-lettres*, would soon centralize literary authority and criticism and effect in Canada a universal refinement in poetic taste;
- (5) the substitution of vicarious and academic judgments on the part of cultured Canadians for the natural and genuine appreciations dictated by their own tastes and consciences;
- (6) the shifting of the center of poetic inspiration in Canada from the more cultured and æsthetically experienced East to the inchoate and unsettled West;
- (7) the apathy—apparent but real in effect—on the part of the Canadian people to the function of poetry and the work of their poets; the

felt absence of public sympathy which either kills poetic instinct or deflects it from true art to the making of verse which "sells."

Regarding the period beginning with the publication of Roberts' "Orion and Other Poems" (1880) as a Renaissance in Canadian poetry, Mr. Logan thus alludes to its close:

Roberts and Carman and their confrères came and sang, but the Canadian people refused to create the leisure to listen to their singing; and so the first Renaissance in Canadian poetry died from public neglect. Then came Mr. Robert W. Service, Mr. R. J. C. Stead and their less gifted colleagues. The whole world turns to wonder at the most astounding commercial phenomenon in literary history; namely, the fact that more than 200,000 copies of Mr. Service's two volumes of verse, according to the publisher's statement, were sold in Canada within a period of five years. Do not decry Mr. Service; he has great natural gifts; but in view of his astounding vogue reflect what a saddening revelation and criticism of the culture and æsthetic conscience of the Canadian people lies in the fact.

I am not objecting to our poets writing about homely and humorous themes, if they treat them with art. I am observing that the Canadian people show a preference for vulgar social documents in verse, and are thus seducing our poets away from noble themes and causing them to treat in verse subjects which are not worthy of fine workmanship. As sometimes the beautiful face and voice of a vaudeville singer, or the winning melody she sings, may appeal to the heart and imagination and redeem the words of a vulgar song; so art may redeem a poem which deals with a homely, vulgar, or ignoble theme; but not the art of angels could add a jot or tittle of beauty to Mr. Service's satiric poem, "The Idealist," in which he descends to "sing" (?) the philosophy of

" . . . the louse that longed to dwell  
In the golden hair of a queen."

This poem is not humorous or satiric; it is only idiotic. Further, it is unclean and immoral. For we do not call a creature who is sensual or beastly by nature and who only seeks a higher form of sensual life an idealist; such a creature is still a sensualist. How, then, are we to explain Mr. Service's choice of such a theme and of similar low themes as his chief subjects for treatment in verse? Only thus: He knew that a majority of the Canadian people prefer that *genre* of verse and greedily read it, and that an uncultured and æsthetically uncritical press would hail it as "great stuff," and reprint it with the glee and front-page display, scare-heads and all else, that a newspaper devotes to a "big scoop."

The subjective or personal causes of the decadent poetry of the past decade in Canada are "positive moral defects and inartistic *incapacities* in the poets themselves."

The subjective or personal causes of the decadent poetry of the past decade in Canada are "positive moral defects and inartistic *incapacities* in the poets themselves."

## RECENT ENGLISH VERSE

IF you have to miss reading every other recent book of English verse, do not fail to read the latest work of John Masefield—"The Story of a

**Masefield's  
Sea Story**

Round House and Other Poems."<sup>1</sup> The title poem, some 186 pages of rhymed irregular stanzas, relates the story of "Dauber," a house-painter who has shipped on a clipper for a voyage around the Horn. Dauber is young, less than twenty-two, a weakling and a dreamer. He has come to sea to learn to be a marine painter—to know the leaping light of the waves, the life of the decks, the movement of ships, the look of a storm, all the mystery and wonder of the sea. When he sketches, the hardy sailors scoff and at night while the boatswain makes Dauber wash the dishes, they destroy his canvases. He protests and they insult him with coarse ribaldry. Finally he becomes a despised creature—a pariah on board the ship.

As the clipper approaches the Horn, the mate bids Dauber lock up his paints and join the watch, for the clipper needs more seamen around the perilous cape. The storm and gale come on with swirls of Polar snow and Dauber is sent aloft to furl the mizzen top-gallants. He is kicked and cursed along,—a miserable, sodden wretch clinging for his life to the icy shrouds. Again and again in alternate watches freezing on the yards or buffeted about the deck by the waves, he suffers the cruel torment of the sea until there is scarcely breath left in his body. At last he learns his lesson; fear is forgot; he conquers his task like a man and earns the respect of his mates. The last time he is sent aloft, just as they are emerging from the dangerous seas, he falls from the fore top-gallant yard and is killed—dies before the dream's fulfillment is begun, dies merely a "Dauber," one who dreamed he might become a master-painter and had learned but one thing—to reef a top-sail.

He dies crying, "It will go on." The seamen do not understand. They think he means the ship. They sew him up in sail-cloth, lay an old red ensign over him, and consign him to the sea. This is all of the bare story. Dauber is Everyman, he who dreams greatly, who suffers to achieve and who dies with unfulfilled dream, grasping only the import of some simple lesson that the God-of-Things-As-They-Are deems of more use to his soul than the dream. As for the poem, it is a matchless paean of the sea—nay more, the very sea itself. There is perhaps nothing in the English tongue, not of Swinburne's, nor of Noyes' magnificent epic of the sea,—"Drakê,"—that excels it. John Masefield knows the sea intimately and well. At the age of fourteen he was indentured by his family to a sea captain for the consideration of "one shilling a month and certain other compensations consisting mostly of relief." For several years he sailed in square riggers over all navigable waters, encountering such hardships that he tired of the sea and became a tramp. But the soul of the changeable element had entered into his blood; the land soon wearied him and back he went to the sea and sailed around the world again. Then he disappeared for a time. Once in this otherwise blank space in his life-history he came to light

as a bartender and handy man in a Sixth Avenue saloon in little old New York. The turning-point in his life was his meeting with the poet-maker, one W. B. Yeats. Masefield and Yeats spent a long English summer together in Devonshire, and the fruit of this comradeship is the expression in poems, stories, and plays of the extraordinary literary genius of John Masefield. His poem, "The Everlasting Mercy," was awarded the annual Edmond de Ploignac prize of \$500. Stephen Phillips, writing in the English *Poetry Review*, accuses Masefield of "playing to the galleries." He does play to the gallery, inasmuch as he writes in a rough, simplified strain that stabs an arrow of poignant emotion into the common, untutored mind. Shakespeare favored this gallery of the common people with some of his best lines. Masefield is now thirty-eight years old, the literary lion of the hour in England, and his work only just begun.

The following lines from "Dauber" describe the approach to the Horn:

So the night passed but then no morning broke,  
Only a something showed that night was dead,  
A sea-bird cackling like a devil, spoke,  
And the fog drew away and hung like lead:  
Like mighty cliffs it shaped, sullen and red,  
Like glowering gods at watch it did appear,  
And sometimes drew away and then drew near.

Like islands and like chasms and like hell,  
But always mighty, and red, gloomy and ruddy,  
Shutting the visible sea in like a well,  
Slow-heaving in vast ripples blank and muddy,  
Where the sun should have risen it streaked bloody;  
The day was still-born; all the sea-fowl scattering  
Splashed the still water, mewing, hovering clattering.

The Polar snow came down little and light,  
Until the sky was hidden by the small,  
Most multitudinous drift of dirty white  
Tumbling and wavering down and covering all,  
Covering the sky, the sea, the clipper tall,  
Furring the ropes with white, casing the mast,  
Coming on no known air, but blowing past.

And all the air seemed full of gradual moan  
As though in those cloud chasms the horns were  
blowing.

The mort of gods cast out and over-thrown,  
Or for the eyeless sun plucked out and going,  
Slow the slow, gradual moan came in the snowing,  
The Dauber felt the prelude had begun,  
The snow storm fluttered by, he saw the sun."

Show and pass by, gleam from one towering prism  
Into another vaster and more grim,  
Which in dull crags of darkness had arisen  
To muffle-to a final door on him;  
The gods upon the dull crags lowered dim,  
The pigeons chattered, quarreling in the track.  
In the southwest the dimness dulled to black.  
Then came the cry of: "Call all hands on deck."  
The Dauber knew its meaning; it was come:  
Cape Horn, that tramples beauty into wreck  
And crumples steel and smites the strong man  
dumb.

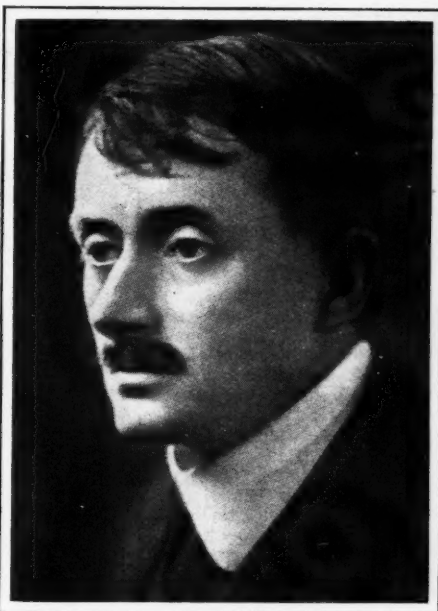
<sup>1</sup>The Story of A Round House. By John Masefield. Macmillan. 325 pp. \$1.80.



Down clattered flying kites and staysails: some  
Sang out in quick high calls; the fairleads skirled,  
And from the southwest came the end of the world.

A complete edition of Mr. Alfred Noyes' poems also,—*"The Tales of the Mermaid Tavern,"*—is being published this spring by the Frederick Stokes Company. Mr. Noyes has been acclaimed the greatest English poet of the present generation and has the unusual distinction of having been able for several years to earn his living entirely by writing poetry. At his sequestered home in Rottingdean, in Sussex, he writes verse with the same admirable industry that characterized the literary career of the indefatigable Anthony Trollope. It is interesting to know, especially in the light of his having written *"Drake,"* a master-epic of the sea, that he has never traveled, that his coming visit to America this spring will be his first journey outside the limits of the islands of Great Britain. Within a decade Mr. Noyes has published *"The Loom of the Years,"* *"The Flower of Old Japan,"* *"Poems,"* *"The Forest of Wild Thyme,"* *"Drake,"* *"The Forty Singing Seaman,"* *"The Golden Hynde,"* *"Sherwood,"* *"The Enchanted Island,"* and a *"Life of William Morris."* The *"Forest of Wild Thyme"* and *"The Flower of Old Japan"* are fairy tales in verse for children.

It is stimulating to the mind to compare the work of two such virile men as Noyes and Masefield in the field of literature. They breathe the air of freedom and vision,—eternal things that are yet to come. Over them Nature flings her panoply of light and shade, dawn and twilight, sun, moon, and stars. They are "master-mariners"—theirs



JOHN MASEFIELD, ONE OF THE MOST VIRILE OF  
ENGLAND'S YOUNGER POETS

the mystery, the marvel, the mighty presence of the unchanging sea.



ALFRED NOYES

(An English poet who has the distinction of earning his livelihood by his pen)

From Mr. W. B. Yeats comes a book of verse, *"The Green Helmet and Other Poems."*<sup>1</sup> *"The Green Helmet"* is an heroic farce which has a deeper

**Yeats and His  
Red Man**

meaning than the lines at first seem to imply. The scene is a house built of logs on the coast of Ireland. Through the door, beyond the rocks, is the "misty moonlit sea." Laegaire and Conall, two Irish warriors, watch the sea and relate an agreement they have had with an apparition of the sea—the "Red Man," who demanded that they knock off his head, and then in return for the sport he has furnished them, says he will come and knock off theirs. Cuchulain, Sualtim's son, enters the house, and they tell him of their pact with the Red Man. The Red Man appears and leaves a helmet for the bravest man. Cuchulain fills it with ale and makes a drinking cup of it, but Laegaire and Conall quarrel as to who shall wear it. Their serving men enter and brawl over the respective merits of their masters; the wives of the warriors come upon the scene, also quarreling, for the Red Man has sown dissension in all their hearts. Then the Red Man comes again with his troop of cat-headed men that swarm over the rocks out of the sea to demand a head. Cuchulain offers his own to make peace, whereon a black-cat-headed man holds out the Helmet to Cuchulain and the Red Man foregoes his demand. He has not wanted a head, but only to find the bravest—"the heart that knows no bitter although betrayed by all."

The *"Cutting of An Agate,"* a new book of essays by Mr. Yeats, is concerned with the Celtic renaissance and particularly with the art of the Abbey Theater. Mr. Yeats says: "I have been

<sup>1</sup>*The Green Helmet and Other Poems.* By William Butler Yeats. Macmillan Co. 91 pp. \$1.25.

busy with a single art, that of a theater, of a small, unpopular theater; and this art may seem to practical men of no more account than the shaping of an agate; and yet in the shaping of an agate, whether in the cutting or the making of the design, one discovers, if one have a speculative mind, thoughts that seem important and principles that may be applied life itself."

Our American poets of the present generation may be likened to those priests of ancient pagan temples, who, when the temples had fallen to decay and the old faiths were outworn, still tended the sacred fires upon the ruined altars. The poets, who in the early youth of the republic drew inspiration from the splendid traditions of the English race, have left among us few if any lineal descendants, while the ardent souls of that later period which might be termed the Civil War period (although much of the poetry that relates itself to that time antedates the actual years of the war)—among them, Bayard Taylor, Paul Haynes, Sidney Lanier and Walt Whitman—are all gone. While we are in process of achieving the ideal democracy of which Whitman sang, in our years of transition and social revolution, poetry must of necessity languish, for all poetry, at least all lyrical poetry, is the music that emanates from cloistered minds. We are so far from quietude in the tumult of modern life, that our emotions have neither the calmness nor the strength to find lofty expression in metrical forms. Then, too, a common bond of national joy or sorrow is required to open the sealed springs of song. We have become too selfishly individualized to write great poetry. The poet is not so much for himself as for mankind.

The American poet must reveal certain sturdy adherences to type if he desires to be truly American. He must possess a basic trend toward that wholesome Puritanism that is the underlay of the American character; he must be a seeker after righteousness and a lover of austerities, not as such, but because they lead on to the high spiritualized passion that uplifts and creates, which is the still, marmoreal rapture of the human soul. To such a poet all traditions, all beauty belong by right of seizure. He is lord of the Empyrean, the kingdoms of the earth and the islands in the sea. He alone may gather to our hearts the innermost meanings of all that lies about us in the familiar and the commonplace, for it is truth that he whose ears are dulled to the voice of that which lies nearest to him hears no other voice, try as he may.

Judged from a multiplicity of angles the most typically American in spirit and in expression of recently published poetry is the work of the late

William Vaughn Moody. The pure gold of Moody's poesy was in his lifetime hidden—save to a few appreciators—beneath the popularity of his rather trivial play, "The Great Divide," which achieved



W. B. YEATS, THE IRISH POET

an accidental success. His second play, "The Faith Healer," was a complete failure notwithstanding that its construction and content were superior to that of the earlier play. But Moody was not essentially a playwright. What he was or would have been had he lived longer, was a great dramatic poet. His touch is too heavy for light lyricism, although some of his early imitative verse has many singing lines. Thought conquered rhythm in his mature poesy, thought that comes to us in rich, full-toned organ music. One stanza of his familiar "Gloucester Moors" brings the realization of the tremendous sweep of our planet through space.

"This earth is not the steadfast place  
We landmen build upon;  
From deep to deep she varies pace  
And when she comes is gone,

Beneath my feet I feel  
Her smooth bulk heave and dip;  
With velvet plunge and soft upreel,  
She swings and steadies to her keel  
Like a gallant, gallant ship."

This is movement leaping out of the artificial bonds of words just as the march of men in St. Gaudens' Robert Shaw Memorial is movement escaping eternally from the mold of bronze that confines its expression.

According to many critics Moody's greatest poem is a fragment of a dramatic trilogy left unfinished at his death, entitled "The Death of Eve." This fragment is truly magnificent and reveals the full promise of his ripe genius. He was intensely patriotic—one who believed in our democracy, its ideals and ultimate ends. To our statesmen, he wrote: "Oh, ye who lead, take heed. Blindness we may forgive but baseness we will smite." By birth he was a Hoosier, born at Spencer, Ind., in 1869. John Manly, in his introduction to Moody's work, describes the poet:

"He was of more than medium height with a vigorous, well-knit body—an epicure of life, a voluptuary of the whole range of physical, mental and spiritual perfections with wonderful eyes, light, clear, blue, shining like large gems because of the sailor-like ruddiness that wind and sun had laid upon cheek and brow."

"Uriel," the title poem of Percy Mackaye's little volume of twelve poems, commemorates the death of William Vaughn Moody. It is a fine tribute of poetic beauty that touches upon all that was noblest in Moody's character and life. In the sixth stanza there is reference to Moody's projected new drama on the theme of St. Paul which had come to him "splendidly as a vision." Mr. Mackaye's fine poem, "The Fire-Bringer," is also commemorative of this poet-dramatist whose death was a great loss to American letters. Other poems in this collection are: "The Trees of Harvard," "The Sibyl" (to Edward Gordon

Craig), and finest of all—"Brown-  
ing to Ben Ezra," a centenary  
soliloquy, the question being,  
"To pass away is it to cease?"  
The final answer from the shade  
of Pippa's creator is, "Through  
men's dear world with Pippa still  
I pass."

John Hall Wheelock has writ-  
ten two rather remarkable books  
of verse—"The Human Fan-  
tasy" (previously noticed in this  
magazine) and "The Beloved

John Hall  
Wheelock

Adventure." He is  
one of the younger  
poets of whom it is

safe to prophesy continued ex-  
pansion and growth. His poems  
are delightful to read, not alone  
for the poetic faultlessness of  
phrase and rhythms, but also for  
the lavishness of inspiration and  
the uplift of high idealism. "The  
Beloved Adventure" contains  
two poems of sustained power  
and mature beauty—"The De-  
scent of Queen Istar Into  
Hades" and "The Last Days of  
King David." Of the shorter  
poems none is more lovely than  
"Nirvana":

Sleep on, I lie at heaven's high oriel,  
Over the stars that murmur as they go  
Lighting your lattice window far below—  
And every star some of the glory spells  
Whereof I know.

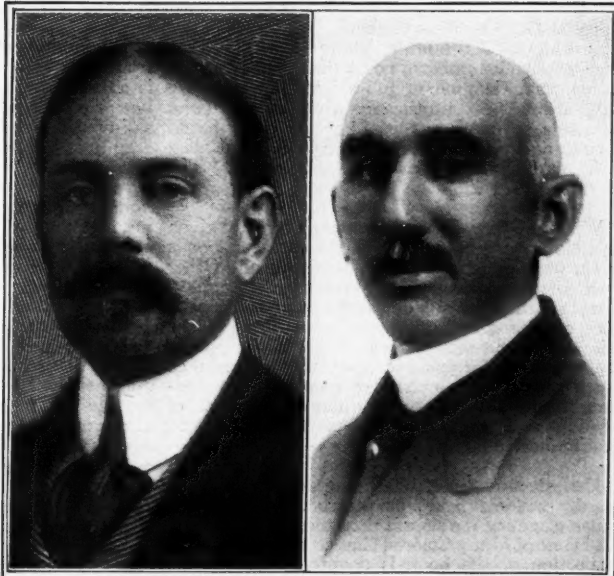
I have forgotten you long—long ago,  
Like the sweet, silver singing of thin bells  
Vanished or music fading faint and low.  
Sleep on, I lie at heaven's high oriel  
Who loved you so.

Madison Cawein, the nature poet-painter of  
Kentucky, offers a collection of poems, "The  
Fool and the Faeries." His own lines from a poem,

A Nature  
Poet

"The Common Earth," best de-  
scribe the content: "Here shall my  
soul go singing all day long with  
wren and thrush." He knows as much about  
faeries as Peter Pan and to him all the wild flowers  
answer to their names and the elves and gnomes  
and the great silver moon-moths know his voice.  
The scene of a one-act lyrical drama of ancient  
Greece is given as—"A deep and mighty Forest  
near the Vale of Tempe in Thessaly." There  
you have Mr. Cawein's atmosphere in a few  
words—the atmosphere of the old, classical  
nature-reverence, now almost obliterated from  
the heart of man. We may venture without  
fear of contradiction that the lyrical eclogue  
of the Poet, the Fool, and the Faeries<sup>2</sup> ("The  
Common Earth"), is a great poem. Here is the  
"Poet" speaking:

"When I am dead, my soul shall haunt these  
woods,  
As bird or bee,



WILLIAM VAUGHN MOODY

MADISON CAWEIN

TWO AMERICAN POETS OF DISTINCTION

These dim grey forests where no foot intrudes  
Irreverently.

Here shall my soul go singing all day long  
With wren and thrush,  
Or with the bee hum honey-sweet among  
The hyssoped hush.

Or all night long wild with the whippoorwill  
Wail to the moon;  
Or with the moth slip glimmering, white and still,  
Where flowers lie strewn.

Here I shall watch and see the ghosts go by  
Of all the loves,  
The forest lovers who have loved as I  
Deep woods and groves.

And they will know me—not as bee or bird—  
But for a soul  
Through whom the forest speaks an ancient word  
Of joy or dole."

From Dr. William Henry Venable we have  
"June on the Miami," a little volume that with  
true poetic beauty follows the course of Ohio's  
fairest stream, "Miami prattling in her sleep."  
Dr. Venable was seventy-six years old on April 26,  
1912. For many years he has occupied a promi-  
nent position in the world of letters.

"The Unconquered Air" is a collection of fine  
and thoughtful lyrics by Florence Earle Coates.  
The tribute to the memory of Richard Watson  
Gilder strikes a very lofty note of poesy—that of  
high-visioned faith that death is perhaps our  
greatest friend—the "vital way" the "door to  
waking."

Bliss Carman, in collaboration with Richard  
Hovey, has given us three volumes of "Songs of

<sup>1</sup>The Beloved Adventure. By John Hall Wheelock.  
Sherman, French & Co. 242 pp. \$1.50.  
<sup>2</sup>The Poet, The Fool and the Faeries. By Madison  
Cawein. Small, Maynard & Co. 259 pp. \$1.50.

Vagabondia." Now we have "Echoes from Vagabondia,"<sup>1</sup> by Bliss Carman. These poems are beautiful, but if a fault is felt in them it is that they are slender stalks of poesy, like buds of spring rather than summer's full-blown flowers. We have always been waiting for Bliss Carman (who possesses so many essential, poetic gifts) to do something that shall surpass the fragile loveliness of his early lyrics, such as "Yvanhoe" and "The Sweetest Singer."

William Ellery Leonard, who has already given us a blank verse translation of the entire six books of Lucretius, offers "The Vaunt of Man and Other Poems."<sup>2</sup> Mr. Leonard is primarily a thinker. His art is the child of a deep knowledge and experience, and heart and mind join hands in his verse. His use of the sonnet form differs slightly from the accepted formula, in that they do not so much bind rare moments of emotion into metrical forms as they teach his own gospel of freedom and reveal a love for all that is fine and best in human life.

Delicate and beautiful as the tracings of frost on the window panes or the 'broidering of the wings of gauzy moths are the lyrics in the volume "A Dome of Many Colored Glass," by Amy Lowell. A portion of the book is devoted to verses for children.

"The Nativity" is a well-sustained poem in Miltonic blank verse, by John Bunker. "Sweet Songs of Many Voices" is an excellent compilation by Kate Wright (Mrs. Athelstan Millers). "The Voice of the Garden," by Lucy Cable Bikle, with a preface by George Cable, gives much of poetry and prose that concerns gardens.

Rudyard Kipling has collected into a single volume the greater part of his verses scattered through his novels and stories. They include such popular selections as "The Looking Glass," "Mother O' Mine" and "The Only Son."

The "Mortal Gods and Other Dramas" is a new volume of poetic dramas by Olive Tilford Dargan. Least successful as poesy is the powerful drama "The Mortal Gods," which deals with social and moral philosophy in an imaginary country. "A Son of Hermes" is a drama of the time of Alcibiades. Kidmir or "The Sword of Love" is a drama of fierce love and bitter hatred in one of the Crusades in the twelfth century. The closing scene is poetically the finest in the volume.

"Cowboy Lyrics," in "roundup edition" dedicated to the Range Riders, is a breezy volume of songs that are as American as sage brush. They were really written while the author was drifting, as he says, from ranch to ranch and from cow outfit to cow outfit. Mr. Carr is a true poet although his muse is hobbled to Cowboy dialect. A quatrain on the alkali desert of the West is well worth quoting:

"A dusty trail, a burning sky,  
A spot of leprous alkali;  
Gray, silent wastes that touch the rim  
Of Sombra-land, vast, vague, and dim."

"The Buccaneers"<sup>3</sup> is a swaggering book of piratical chantey and songs by Don C. Seitz. It is bound in inky black and has a cover picture, frontispiece and decorations by Howard Pyle. It is a book that grown-up boys and those who are not grown up will want to read more than once. It invades Stevenson's own land "of—Schooners, Islands and Maroons and Buccaneers."

Mrs. Bettie Keys Chambers, "full of age and honors," writes of Southern courage and sacrifice in a volume of poetry—"Idylls of the South." Bettie Keys was a Southern girl, the daughter of Colonel Washington Keys of Decatur, Alabama. Her initial poem, "Eva Landeneau", is dedicated to The United Daughters of the Confederacy. Its heroine was a Southern woman and the poem tells of her experiences from the commencement of the war to the yellow fever epidemic in 1878. Another lyric—"Bend Low, O God," is a passionate plea for the deliverance of the South from this scourge.

Elsa Barker's latest collection of verse, "The Book of Love," contains one of the finest of modern sonnet sequences. For lyrical beauty and power of passion, it resembles Rossetti's "House of Life"; for worshipful reverence of love, it may be compared to Mrs. Browning's "Sonnets from the Portuguese." Mrs. Barker's poems are more especially for the poet and the lover of delicate imaginative thought than for the general public. With intentional frankness she tears away life's veils that we may see love's miracles.

"The Pilgrimage" is the sixth book of English verse by the Japanese poet—Yone Noguchi. This cosmopolitan writer was born in Japan about 1876. He came to America when he was twenty and made friends with American authors. In 1898 he published "The Voice of the Valley," a book inspired by his stay in the Yosemite. In 1902 he went to England and lived with the Japanese artist, Mr. Yoshiro Markino. The cover design of "The Pilgrimage" is from a painting by Mr. Markino. Delicacy and fragility characterize his lyrics. They might be aptly termed the Cloissonné ware of poesy. The *Fortnightly Review* praises him for the "using of English words with the same daring of the Irish peasants on whom Synge modeled his prose." He casts poetic images up over a mirror of sensuous reflection, choosing always symbolism to impress the spirit of his thought. The poem entitled "The Shadow" illustrates the Oriental turn of expression used in his verse.

"My song is sung but a moment. . . .  
The song of voice is merely the body (the body dies)  
And the real part of the song, its soul, remains after it is sung.  
Yea, it remains as the vibration of the waves of heart-sea  
Echoing still my song, (O shadow my song threw)  
In my heart's thrill, I see my far truer and whiter soul,  
And through my soul thou soarest out of thy dust and griefs.  
. . . . . Spring passed  
(Spring in roses and birds is merely the body)

<sup>1</sup> Echoes from Vagabondia. By Bliss Carman. Small, Maynard & Co. 65 pp. \$1.

<sup>2</sup> The Vaunt of Man and Other Poems. By William Ellery Leonard. B. W. Huebsch. 192 pp. \$1.25.

<sup>3</sup> The Buccaneers. By Don C. Seitz. Harper & Brothers. 54 pp., frontis. \$1.



And I see the greater spring (O soul-shadow she left)  
 In the summer forest luminous in green and dream:  
 Oh to be that Spring over the world's Summer valley,  
 O Shadow I may cast in the after-age, O my Shadow of soul."

## HISTORY, CHIEFLY AMERICAN

AMONG a score of recent historical publications all but two are concerned with topics in the field of American history. Beginning with an exposition of "Causes and Effects in American History,"<sup>1</sup> by Edwin W. Morse, these books traverse the colonial and revolutionary periods, touch on social conditions in the South preceding the Civil War, and, in one or two instances, give a rapid survey of some phases of that great conflict itself. Mr. Morse's little volume, which is appropriately illustrated, sketches, in a vivacious way, the nation's story from the era of discovery and exploration to these modern days of business expansion. Seldom has such a review been so graphically accomplished within the space of three hundred pages.

A genuine contribution to our knowledge of the ante-revolutionary period is afforded by Elizabeth Christine Cook's "Literary Influences in Colonial

Life in  
the Colonies

Newspapers."<sup>2</sup> Few Americans have any definite information regarding the newspapers of colonial times and fewer still have the slightest acquaintance with the literary influences at work in that period, whether through newspapers or other channels of publicity. A meritorious feature of Miss Cook's treatise is the introduction of quotations from essays and verse published in colonial journals, the originals of which are accessible only in special collections. A good example of the modern application of historical methods in school work is a text-book on "American Beginnings in Europe,"<sup>3</sup> by Wilbur F. Gordy. Through such a medium as this the pupil is brought to learn where many of the elements of our American civilization had their beginnings, and how they have permanently entered into American life. An elaborate study of "The Old Colonial System"<sup>4</sup> (1660-1754), is contained in a two-volume work by George Louis Beer. Such institutional developments as are described in these two volumes must, of course, be understood more or less perfectly before there can be any exact knowledge of the beginnings of American history. A glimpse of the picturesque side of our colonial history is offered by Clarence Walworth Alvord and Lee Bidgood in a volume entitled "The First Explorations of the Trans-Allegheny Regions by the Virginians"<sup>5</sup> (1650-1674). One of the points brought out by this narrative of adventure is the fact, practically unknown heretofore, that English explorers were in the Ohio Valley almost as early as the French beyond the Mississippi.

<sup>1</sup>Causes and Effects in American History. By Edwin W. Morse. Charles Scribner's Sons. 302 pp., ill. \$1.25.

<sup>2</sup>Literary Influences in Colonial Newspapers 1704-1750. By Elizabeth Christine Cook. New York: Columbia University Press. 279 pp. \$2.50.

<sup>3</sup>American Beginnings in Europe. By Wilbur F. Gordy. Charles Scribner's Sons. 336 pp., ill. 75 cents.

<sup>4</sup>The Old Colonial System. By George Louis Beer. Macmillan Company. 2 vols. 763 pp. \$4.

<sup>5</sup>First Explorations of the Trans-Allegheny Regions by the Virginians 1650-1674. By Clarence Walworth Alvord and Lee Bidgood. Cleveland: The Arthur H. Clark Co. 275 pp. \$4.

The third volume of Prof. Edward Channing's "History of the United States"<sup>6</sup> covers the period of the Revolution. This volume, like its predecessors, is valuable for its careful examination into social and economic conditions rather than as a purely political or military narrative. The work as a whole is developed on a scale and by a method that is sure to make it, in the result, one of the standard histories of our country.

The Young  
Republic

Another group of historical works deals with the early social life of American cities and States. One of these is wholly given over to the "Colonial Homes of Philadelphia and its Neighborhood,"<sup>7</sup> and it is truly surprising that so much information and so many interesting photographs have been collected in this comparatively narrow field. Probably no American community at the present time is richer in survivals of our colonial origins than the city of Philadelphia and its environs. In the volume entitled "Romantic Days in the Early Republic"<sup>8</sup> Mary Caroline Crawford outlines in a vivid way the social customs that prevailed in the principal American cities in the first half-century of our national life. Chapters are devoted to Philadelphia, New York, Washington, Baltimore, Charleston, Richmond, New Orleans, and Boston, with briefer references to a few of the smaller New England cities. Two little volumes of special interest to residents of the Great Lake region are "Early Mackinac,"<sup>9</sup> by Meade C. Williams, and "The Story of Old Fort Dearborn,"<sup>10</sup> by J. S. Currey. Those who are in any degree familiar with the history of the Lakes do not need to be reminded that the Island of the Straits between Lakes Michigan and Huron has been a center of historic associations since the seventeenth century, while Fort Dearborn, built in 1803, on the present site of the city of Chicago, was, for more than three decades, a frontier post of the United States Government.

Coming to a later period in our history, Miss Eliza Ripley's recollections of girlhood are contained in a volume on "Social Life in Old New Orleans,"<sup>11</sup>—a subject comparatively unfamiliar in the North, although by no means lacking in picturesqueness and novelty. Miss Ripley reverts to the New Orleans of the early 40's, describing various social institutions of that era and recalling features of a

Social and Lit-  
erary History

<sup>6</sup>History of the United States. By Edward Channing. Macmillan Company. 585 pp. \$2.50.

<sup>7</sup>The Colonial Homes of Philadelphia and Its Neighborhood. By Harold Donaldson Eberlein and Horace Mather Lippincott. 366 pp., ill. \$5.

<sup>8</sup>Romantic Days in the Early Republic. By Mary Caroline Crawford. Little, Brown & Co. 438 pp., ill. \$2.50.

<sup>9</sup>Early Mackinac. By Rev. Meade C. Williams. Duffield & Co. 182 pp., ill. \$1.

<sup>10</sup>The Story of Old Fort Dearborn. By J. Seymour Currey. A. C. McClurg & Co. 174 pp., ill. \$1.

<sup>11</sup>Social Life in Old New Orleans. By Eliza Ripley. D. Appleton & Co. 332 pp., ill. \$2.50.

life that is now almost forgotten. "Women of the Debatable Land,"<sup>1</sup> by Alexander Hunter, is a tribute to the Virginia women of Civil War times, while Mrs. La Salle Corbell Pickett has brought together in "Literary Hearthstones of Dixie"<sup>2</sup> a group of sketches of the homes of Southern poets and novelists. Mrs. John A. Logan's thick volume entitled "The Part Taken by Women in American History"<sup>3</sup> contains the life sketches of hundreds of American women in the various professions and in other honorable employments from the time of Mary Washington down to the present day.

"On Hazardous Service"<sup>4</sup> is the title given to a series of graphic sketches of scouts and spies of the North and South in the Civil War, by William

#### The Civil War

Gilmore Beymer. This is a phase of war history ignored, for the most part, by historians of those stirring days. In a little book on "Numerical Strength of the Confederate Army,"<sup>5</sup> Dr. Randolph H. McKim, of Washington, a Confederate veteran, examines the arguments of the Hon. Charles Francis Adams and others to the effect that the usual Southern estimate of the strength of the Confederate army is far too small. It is admitted on both sides that data are lacking for the precise estimate, and that the actual size of the Confederate army must always be largely a matter of conjecture.

The biographies of the Presidents of the United States, together with a history of their office, are included in the volume, "Our Presidents and Their Office,"<sup>6</sup> by Dr. William E. Chancellor. Speaker Champ Clark writes an introduction. The official report<sup>7</sup> of the proceedings of the Republican National Convention, held in Chicago last June, contains all the reports of the Committee on Credentials, of the roll calls, the party platform, and speeches of notification and acceptance. This volume possesses a peculiar interest for all Republicans, since the proceedings that it records were so frequently the subject of heated debate in the campaign of 1912.

A "History of the Jews in America,"<sup>8</sup> by Peter Wiernik, discloses the little-known fact that there were less than 10,000 Jews in the New World three centuries after its discovery, and that about two-thirds of them lived in the West Indies or in South America. It was, of course, unavoidable that the portion of this work devoted to the United States should be disproportionately large. Two important books for college and university students of European history are "The Source Book of Ancient History,"<sup>9</sup> by George Willis Botsford and Lillie Shaw Botsford, and "Parallel Source Problems in Medieval History,"<sup>10</sup> by Frederic Duncalf and August C. Krey.

## BIOGRAPHY, MEMOIRS AND LETTERS

ONE of the noteworthy events of the year 1913 in the publishing world is the appearance of the first volume of the "Writings of John Quincy

#### J. Q. Adams' Own Story

Adams,"<sup>11</sup> edited by Worthington Chauncey Ford. Although no American statesman of the past generation has left more voluminous memoirs than John Quincy Adams, it is a rather singular fact that much of this material remained for many years unpublished; the famous "Diary" itself was not published until 1874, and in the present series of letters many are now going into print for the first time. John Quincy Adams gave more than fifty years of his life to public service, almost half of that service being in Europe as diplomatic representative of the United States in Great Britain, Holland, Prussia, and Russia. Letters included in the first volume, dated before the writer had reached the age of thirty, show remarkable acquaintance with American politics and with the changes then going on in the interrelations of European nations. There is likely to be no diminution of interest as the successive volumes of the new series make their appearance.

This is a most appropriate time for the republication of President-elect Woodrow Wilson's admirable and entertaining biography of George Washington.<sup>12</sup> A biography of the first President of the United States by a successor in the office is something new in our literary history.

An "Authoritative Life of General William Booth, Founder of the Salvation Army,"<sup>13</sup> by G. S. Railton, who during forty years was First Commissioner to General Booth, is more than a biography. It tells the whole story of the Salvation Army as a movement, and that story is indeed inseparable from the narrative of its founder's life. The book's chief appeal to the broader public is its delineation of General Booth as a social reformer.

#### General Booth

A new volume in Holt's series of "Biographies of Leading Americans" is "Leading American Inventors,"<sup>14</sup> by George Iles. The careers of most of these inventors have been set forth in various books before now and some well-known men who are usually grouped in the same category are here

#### American Inventors

<sup>1</sup>The Women of the Debatable Land. By Alexander Hunter. Washington, D. C.: Cobden Publishing Company. 261 pp., ill. \$1.50.

<sup>2</sup>Literary Hearthstones of Dixie. By La Salle Corbell Pickett. J. B. Lippincott Co. 305 pp., ill. \$1.50.

<sup>3</sup>The Part Taken by Women in American History. By Mrs. John A. Logan. Wilmington, Del.: The Perry-Nalle Publishing Co. 927 pp., ill. \$5.

<sup>4</sup>On Hazardous Service. By William Gilmore Beymer. Harper & Brothers. 287 pp., ill. \$1.80.

<sup>5</sup>The Numerical Strength of the Confederate Army. By Randolph H. McKim. The Neale Publishing Company. 71 pp. \$1.

<sup>6</sup>Our Presidents and Their Office. By William Estabrook Chancellor. Neale Publishing Company. 603 pp. \$3.

<sup>7</sup>Fiftieth Republican National Convention: Chicago, 1912. New York: The Tenny Press. 460 pp., ill. \$2.

<sup>8</sup>History of the Jews in America. By Peter Wiernik.

New York: The Jewish Press Publishing Company. 449 pp., ill. \$1.50.

<sup>9</sup>A Source Book of Ancient History. By George Willis Botsford and Lillie Shaw Botsford. Macmillan Company. 594 pp. \$1.30.

<sup>10</sup>Parallel Source Problems in Medieval History. By Frederic Duncalf and August C. Krey. Harper & Brothers. 250 pp. \$1.10.

<sup>11</sup>Writings of John Quincy Adams. Edited by Worthington Chauncey Ford. Macmillan Company. Vol. 1. 508 pp., por. \$3.50.

<sup>12</sup>George Washington. By Woodrow Wilson. Harper & Brothers. 333 pp., ill. \$3.

<sup>13</sup>The Authoritative Life of General William Booth, Founder of the Salvation Army. By G. S. Railton. George H. Doran Co. 331 pp., por. \$1.

<sup>14</sup>Leading American Inventors. By George Iles. Henry Holt & Co. 447 pp., ill. \$1.75.

conspicuous for their absence. Nevertheless, it is a most useful collection of biographies, containing as it does a surprising amount of wholly fresh material. Note, for example, the sketch of Ottmar Mergenthaler, the inventor of the linotype machine, and also that of Christopher Latham Sholes, the Milwaukee printer who devised the Remington typewriter.

To the meager list of works on medical history and biography in the English language has been added Victor Robinson's "Pathfinders in Medicine"<sup>1</sup> a volume of fifteen essays, each devoted to one of the great names in the history of medicine. The introduction is supplied by Dr. Abraham Jacobi.

#### Medical Biography

H. M. Hyndman's "Further Reminiscences"<sup>2</sup> supplements the first volume of his reminiscences, which appeared several years ago and was most favorably received. In speaking of recent events and well-known persons still living, the author exhibits the same frankness which characterized his earlier

#### A Socialist's Recollections

volume. The author's point of view is distinctly his own, and whatever may be one's personal predilections, Mr. Hyndman's comments are always interesting.

The scholarly Lowell Lectures of 1912 on "The Personality of Napoleon,"<sup>3</sup> by Dr. J. Holland Rose, (University of Cambridge) now appears in book form. The "Memoirs Relating to Fouché,"<sup>4</sup> who was Minister of Police under Napoleon, have been translated from the French by E. Jules Méras. These Memoirs first appeared in 1824, nearly four years after the death of Fouché. When first published, the Memoirs were accepted as Fouché's own work, but were later admitted to be that of Alphonse de Beauchamp. In the opinion of authorities, however, these Memoirs were undoubtedly based on Fouché's own notes and figures.

"The Story of a Good Woman"<sup>5</sup> is the title given to a little book about the late Mrs. Jane Lathrop Stanford, by President David Starr Jordan, of Stanford University.

## TRAVEL, EXPLORATION, DESCRIPTION

THE lure of the world's new and strange places, together with the persistent human desire to set down appreciatively impressions of old and familiar scenes seen in new lights, contribute to keep up the steady stream of books of travel and description that come from the press, and which have for their field the great wide world itself.

Mr. Bradford's "Field Days in California"<sup>6</sup> is made up of impressions and sketches which originally appeared in a number of monthlies and weeklies. These impressions have for their subject the travels of Mr. Torrey through less-known California. It takes a mind of distinction to impart interest to description such as he gives us in this volume, but his love of nature has enabled him to give some of this distinction to his text. The volume is illustrated. Another book on California is J. A. Graves' "Out of Doors: California and Oregon."<sup>7</sup> It also describes the "great out of doors."

#### California

gineering feat. The book is copiously illustrated. William R. Scott's work, on the other hand,—"The Americans in Panama,"<sup>8</sup>—confines itself largely to the work done since the American diggers took possession.

During recent years the number of observant travelers visiting South America has greatly increased. Three or four years ago Mr. Harry West-  
 South America: Canada  
 throughout Van Dyke traveled extensively throughout Latin America, paying special attention to the southern continent, and he has just brought out a portly volume, with many illustrations, entitled "Through South America,"<sup>9</sup> to which the Hon. John Barrett, Director of the Pan-American Union, has contributed an introduction. "Trails, Trappers, and Tender-Feet in the New Empire of Western Canada,"<sup>10</sup> by Stanley Washburn, is a rather vivid account of adventure in the Canadian Rockies.

The peculiar interest Americans may take in old-world social conditions is emphasized by Dr. Francis E. Clark (founder of the Christian Endeavor Society) in his new travel book, "Old Homes of New Americans,"<sup>11</sup> Dr. Clark traces many of the ethnic units of our immigrant population back to Austro-Hungary, and tells us much of

#### European Sight-Seeing

The authoritative "Story of Panama"<sup>12</sup> from the statements of which there is no appeal, comes from the pens of Frank A. Gause, Superintendent of the Public Schools of the Canal Zone, and Charles Carl Carr, principal of the Canal Zone High School. Frequent references to old Spanish records regarding the early days of Panama and chapters on Columbus, Balboa, Drake, and Morgan's raids and pirates, add glamor to the story of this great en-

#### Panama

<sup>1</sup>Pathfinders in Medicine. By Victor Robinson. New York: Medical Review of Reviews. 317 pp., ill. \$2.50.

<sup>2</sup>Further Reminiscences. By Henry Mayers Hyndman. Macmillan Company. 456 pp. \$5.

<sup>3</sup>The Personality of Napoleon. By J. Holland Rose. G. P. Putnam's Sons. 383 pp. \$2.50.

<sup>4</sup>Memoirs Relating to Fouché. Translated from the French by E. Jules Méras. Sturgis & Walton. 315 pp., ill. \$1.50.

<sup>5</sup>The Story of a Good Woman: Jane Lathrop Stanford. By David Starr Jordan. Boston: American Unitarian Association. 57 pp. 75 cents.

<sup>6</sup>Field Days in California. By Bradford Torrey. Houghton, Mifflin Co. 235 pp., ill. \$1.50.

<sup>7</sup>Out of Doors: California and Oregon. By J. A. Graves. Los Angeles: Grafton Publishing Co. 122 pp., ill. \$1.50.

<sup>8</sup>The Story of Panama: The New Route to India. By Frank A. Gause and Charles Carl Carr. Silver, Burdett & Co. 290 pp., ill. \$1.50.

<sup>9</sup>The Americans in Panama. By William R. Scott. New York: The Stalter Publishing Company. 258 pp., ill. \$1.35.

<sup>10</sup>Through South America. By Harry W. Van Dyke. Thomas Y. Crowell Co. 446 pp., ill. \$2.

<sup>11</sup>Trails, Trappers and Tender-Feet in the New Empire of Western Canada. By Stanley Washburn. Henry Holt & Co. 350 pp., ill. \$3.

<sup>12</sup>Old Homes of New Americans. By Francis E. Clark. Houghton, Mifflin Co. 266 pp., ill. \$1.50.

their history and their national traits. The volume is illustrated. "Seeing Europe on Sixty Dollars,"<sup>1</sup> by Wilbur Finley Fauley, is mainly an account of a leisurely trip through the British Isles, which was accomplished on an almost incredibly small purse. "Saints and Places,"<sup>2</sup> by John Ayscough, is mainly devoted to Italian historic shrines. Mr. Ayscough is already known to a large circle of readers as philosopher, poet and wit, and he has not hoarded his store of these charms in writing "Saints and Places." A more special interest attaches to E. V. Lucas' "A Wanderer in Florence."<sup>3</sup> Mr. Lucas has really given us in this work a high-class illustrated guide-book for people of artistic sensibilities. "Gallant Little Wales,"<sup>4</sup> by Jeannette Marks, with many pictures reproduced from old paintings in the possession of the author, is also a guide-book which serves as an introduction to Wales, particularly the North.

Two recent books on African travel and hunting which deserve mention are James Sutherland's "Adventures of an Elephant Hunter"<sup>5</sup> and Stewart

#### Africa

Edward White's "Land of Footprints."<sup>6</sup> Mr. Sutherland writes from a hunting experience of many years on the dark continent, and illustrates his work with photographs taken by himself. Mr. White had many "good lucks" in Africa. His chapter on "The First Lion" is particularly graphic. His volume is also illustrated from photographs. With the object of writing a book such as he himself would have been very glad to know of before starting for a leisurely tour through Egypt ("but for which I sought in vain") Philip Sanford Marden prepared "Egyptian Days."<sup>7</sup> This does not attempt to be a guide-book, but a "collection of material which may prove of practical use, as well as a source of entertainment." The volume is illustrated. Alexandre Moret's more recent work on the Nile Valley is entitled "Kings and Gods of Egypt."<sup>8</sup> M.

Moret, who is Professor of Egyptology at the Ecole des Hautes Etudes de Paris, has already written several works on Egypt. The present one is illustrated and is translated by Madame Moret.

Northern India, its life and social conditions, are described entertainingly by Michael Myers Shoemaker in his new book "Indian Pages and Pictures."<sup>9</sup> These sketches and illustrations refer particularly to the provinces of Rajputana, Sikkim, The Punjab, and Kashmir. A splendidly illustrated and printed account<sup>10</sup> of the recent expedition of the Duke of the Abruzzi to the Karakoram range of the Himalaya mountains has been printed in England and imported by Dutton, for the general purpose of finding out just how high man can attain in mountain climbing, and under what low pressure of air he may exist. The royal explorer made this expedition to the interior of the Himalaya region, and spent with his expedition more than two months on the Karakoram glaciers. The travelers had to cross the vast mountainous regions between Kashmir and Chinese Turkestan to reach the peaks sought. Their descriptions open up wide fields of new mountainous country in Asia, and the photographs and scientific data which they brought back will undoubtedly be of vast permanent import and usefulness. The translation from the Italian is by Filippo de Filippi, one of the expedition, and there is an introduction by the Duke of the Abruzzi himself. A separate enclosure, with many maps and illustrations and an index, accompany the work. Elizabeth Kendall's "A Wayfarer in China" is an account of a journey from a point on the Trans-Siberian railroad southward through Peking and Hankow to Hanoy. Miss Kendall is the head of the History Department of Wellesley College, and her expedition was suggested to her not by love of adventure so much as by genuine sympathy with the Chinese people.

#### India and Asia

## NATURE BOOKS

MOST seasonable among the nature books of the opening year is "Trees in Winter,"<sup>11</sup> by Albert Francis Blakeslee, of the Connecticut Agricultural

#### The Tree at Rest

College, and Chester D. Jarvis, of the Storrs Experiment Station. One should not be misled, however, into thinking that the book is applicable only in the months of December, January, and February. The suggestions given in this volume have reference to the entire "period of resting" for the trees, from the shedding of the leaves in the fall to the bursting of the buds in the spring. The general rule is laid down that the buying, planting and care of trees should take place only in their dormant state. There are many photographic

illustrations which should be of great help to the reader in identifying species.

#### Game Preservation

"Our Vanishing Wild Life"<sup>12</sup> is the rather startling title of a new book by Dr. William T. Hornaday, director of the New York Zoological Park, on the subject of the extermination and preservation of our wild animals and birds. Dr. Hornaday has reached the conclusion that we are now exterminating our finest species of mammals, birds and fish by the authority of law. He finds that in every State of the Union, in every province of Canada, the existing legal system for the preservation of wild life is fatally defective. The state-

<sup>1</sup>Seeing Europe on Sixty Dollars. By Wilbur Finley Fauley. New York: Desmond Fitzgerald. 167 pp., ill. 75 cents.

<sup>2</sup>Saints and Places. By John Ayscough. New York: Benziger Brothers. 477 pp., ill. \$1.50.

<sup>3</sup>A Wanderer in Florence. By E. V. Lucas. Macmillan Company. 390 pp., ill. \$1.75.

<sup>4</sup>Gallant Little Wales. By Jeannette Marks. Houghton, Mifflin Co. 189 pp., ill. \$1.25.

<sup>5</sup>The Adventures of an Elephant Hunter. By James Sutherland. Macmillan Company. 324 pp., ill. \$2.25.

<sup>6</sup>The Land of Footprints. By Stewart Edward White. Doubleday, Page & Co. 440 pp., ill. \$1.50.

<sup>7</sup>Egyptian Days. By Philip S. Marden. Houghton, Mifflin Co. 324 pp., ill. \$3.

<sup>8</sup>Kings and Gods of Egypt. By Alexandre Moret. Translated by Madame Moret. G. P. Putnam's Sons. 290 pp., ill. \$2.

<sup>9</sup>Indian Pages and Pictures. By Michael Myers Shoemaker. G. P. Putnam's Sons. 467 pp., ill. \$2.50.

<sup>10</sup>Karakoram and Western Himalaya 1909: An Account of the Expedition of H. E. H. Prince Luigi Amedeo of Savoy, Duke of the Abruzzi. By Filippo de Filippi. Translated by Caroline de Filippi and H. T. Porter. 2 vols. E. P. Dutton & Co. 469 pp., ill. \$15.

<sup>11</sup>Trees in Winter: Their Study, Planting, Care and Identification. By Albert Francis Blakeslee and Chester Deacon Jarvis. Macmillan Company. 446 pp., ill. \$2.

<sup>12</sup>Our Vanishing Wild Life. By William T. Hornaday. Charles Scribner's Sons. 411 pp., ill. \$1.50.



ment that everywhere game is being shot to death much more rapidly than it is breeding, is abundantly fortified by the evidence, in the form of text and photographs, with which this volume is packed. Point is given to Dr. Hornaday's warning by the actual records which he produces of the virtual extermination of many important species, including the passenger pigeon, the great auk, and the Labrador duck. These and other birds were virtually wiped out of existence in the seventy years intervening between 1840 and 1910. Countless other valuable species are going the same road. Dr. Hornaday makes definite suggestions as to State and national legislation to check this needless waste.

Closely related to the slaughter of our American birds is the subject of injurious insects,<sup>1</sup> as was brought out in an article by Mr. Gladden in the December number of the REVIEW OF REVIEWS. An important and valuable volume on the recognition and control of such insects has been written by Prof. Walter C. O'Kane, of the New Hampshire Experiment Station. Professor O'Kane's work is illustrated with 600 original photographs, which afford, in connection with the text, an entirely new presentation of a matter of the utmost importance to American agriculture.

"The Life of the Spider,"<sup>2</sup> by the well-known French naturalist, J. Henri Fabre, the author of "Insect Life," has been translated into English by Alexander Teixeira de Mattos, and appears in connection with an appreciation of Fabre by Maurice Maeterlinck, in a volume of 400 small pages. Fabre was almost the first naturalist to observe in real life and to investigate thoroughly the vari-

ous phases of many of the most common insects. Furthermore, his literary skill invests his scientific writings with a rare degree of "human interest." "One of the glories of the civilized world" Maeterlinck calls Fabre. Rostand characterizes him as the "savant who thinks like a philosopher and writes like a poet." He has made even the spider's story thrilling and dramatic.

An excellent text-book of biology for the elementary schools and for beginning classes in agriculture and horticulture is concealed under the rather unconventional and unscholastic title "Plant and Animal Children: How They Grow,"<sup>3</sup> by Ellen Torelle. We are quite ready to accept the author's assertion that instruction such as this little book conveys is greatly needed in all our schools. This book "aims to make clear the ideas of evolution, heredity, variation, effect of environment, and the evolution of sex without once mentioning these names."

"The Shadow of the Flowers,"<sup>4</sup> a selection from the poems of Thomas Bailey Aldrich, has an interesting history. The selection was made in answer to a request for a list of the flowers mentioned by Mr. Aldrich, in order that the garden of the memorial to the poet at Portsmouth might possess every flower so mentioned. In each case the lines in which mention of the flowers was made were found to be peculiarly apropos, and, as stated by the publishers, "to shadow forth subtly yet clearly a double story—the story of the changing seasons of the year, and of the seasons of the poet's life." The illustrations of the volume are drawings by Talbot Aldrich and Carl J. Nordell.

#### Noxious Insects

#### Teaching Biology

#### Aldrich's Floral Poems

#### Fabre on the Spider

## BOOKS OF REFERENCE

OF the new reference books, one of the most important from the literary worker's point of view is the "United States Catalogue of Books in Print January 1, 1912."<sup>5</sup> In this quarto volume of over 2800 pages (three columns to the page) we have, in a single alphabetical arrangement, more than 450,000 entries under author, subject, and title, with particulars of binding, price, date, and publisher. The 3000 publishers listed in the directory at the end of the volume suggest the extent of the book-publishing industry in America, but the catalogue does not confine itself to their output, for it includes many of the publications of the Federal and State governments, as well as volumes privately printed. Typographically the catalogue is a model, and as a means of ready reference in all cases where exact information is required regarding any American publication now available, we cannot hope for anything better.

<sup>1</sup>Injurious Insects: How to Recognize and Control Them. By Walter C. O'Kane. Macmillan Company. 414 pp., ill. \$2.

<sup>2</sup>The Life of the Spider. By J. H. Fabre. Dodd, Mead & Co. 404 pp. \$1.50.

<sup>3</sup>Plant and Animal Children: How They Grow. By Ellen Torelle. New York: D. C. Heath & Co. 230 pp., ill. 50 cents.

<sup>4</sup>The Shadow of the Flowers. Illustrated by Talbot Aldrich and Carl J. Nordell. \$2.

The fifteenth and last volume of the "Catholic Encyclopedia"<sup>6</sup> marks the completion of a most creditable undertaking, and one which reflects no little credit on American scholarship. The concluding volume contains articles on the Vatican, the Council of Trent, the United States, and many other topics of general interest, all of which are treated from sympathetic points of view. There is in this volume a reproduction in color of Raphael's Sistine Madonna.

"Who's Who, 1913,"<sup>7</sup> England's annual biographical dictionary, which is now in its sixty-fifth year, keeps pace with the American biennial publication of similar name in the number of sketches included in this issue. The new annual is of almost equal bulk with the American "Who's Who" and gives an extraordinary range of information regarding living personalities in the British Empire.

#### Who's Who in England

<sup>5</sup>The United States Catalogue: Books in Print January 1, 1912. Edited by Marion E. Potter. Minneapolis: The H. W. Wilson Co. 2837 pp. \$36.

<sup>6</sup>The Catholic Encyclopedia. Edited by Charles G. Herbermann. Robert Appleton Co. Vol. XV. 800 pp., ill. \$6.

<sup>7</sup>Who's Who, 1913. Macmillan Company. 2226 pp. \$3.

"The Music Lovers' Cyclopaedia,"<sup>1</sup> edited by Rupert Hughes, is now a single volume of nearly 1000 pages, containing a pronouncing and defining dictionary of musical terms, an explanation of and introduction to music for the uninitiated, a pronouncing biographical dictionary, stories of the best-known operas, and several essays on musical topics by distinguished authorities. The cyclopaedia proved its usefulness in its old two-volume form, and the change makes it the more practical as a standard reference work.

The "Navy Year Book," issued by the Government at Washington, contains in addition to a compilation of annual naval appropriation laws, 1883 to 1912, many tables showing the present naval strength in vessels and personnel, together with statistics and tables of foreign naval establishments.

The last "Annual Report of the New York State Bureau of Labor Statistics"<sup>2</sup> contains an interesting history of the famous Typographical Union No. 6, together with a survey of its predecessors.

Two new books on golf coming from the press within a few days indicate the popularity of this game. In his book, "How to Play Golf,"<sup>3</sup> Harry

Vardon describes the method more than the science of play. Horace G. Hutchinson's "New Book on Golf"<sup>4</sup> begins with a prologue on "How to Learn." An illustrated little volume of interest to children is "Children at Play in Many Lands,"<sup>5</sup> being a description of games "from China to Peru." "Auction of To-Day,"<sup>6</sup> by Milton C. Work, author of "Whist of To-Day,"<sup>7</sup> gives an exhaustive discussion of the game. New York evidently regards Whist as the king of all games and worth serious study.

## INTERNATIONAL RELATIONS: LEGAL HISTORY

IN his study of "The International Mind,"<sup>8</sup> Dr. Nicholas Murray Butler, president of Columbia University, strikes the keynote of modern world relations. In the first sentence of his preface, he says: "The substitution of justice for force in settling the differences that arise between nations has become a question of practical politics." Dr. Butler, in the aforesaid volume, which is a modest one in size and is made up mainly of addresses before peace conferences at Lake Mohawk, calls attention to the fact that the modern peace movement has its rise, first in the obstacles to constructive statesmanship raised up by militarism, and second, in the growing moral sensitiveness of men. These points are elaborated in his book. Lucia Ames Meade, in her earnest history of the peace movement which she has entitled "Swords and Ploughshares,"<sup>9</sup> presents this truth more in argument than in fact. She argues well, however, and her monograph is enforced by some excellent illustrations and an introduction by the Baroness Bertha Von Suttner. Julius Moritzen takes a narrower but equally important field in his title, "Peace Movement of America."<sup>10</sup> It attempts to present "the growing American sentiment for peace instead of war," as "real news."

The Far Eastern question has so long been a prime subject of international concern that such a thorough, exhaustive, and entertainingly written work as Lancelot Lawton's "Empires of the Far East"<sup>11</sup> is an extremely useful work. Mr. Lawton lived for thirty years in China and Japan. His treatment in this work is of the most thorough kind. An excellent map, in a separate portfolio, adds much to the usefulness of the work, which is in two volumes. J. O. P. Bland's "Recent Events and Recent Policies in China"<sup>12</sup> is packed full of just what its title indicates. It is an exceedingly useful book for students of Far Eastern conditions.

In a series being brought out by Scribner's, under the general title "The South American Series," we are now offered "Latin America:<sup>13</sup> Its Rise and Progress," by F. Garcia-Calderon, a painstaking Latin American scholar and diplomat. The entire question of "people making" in the Southern Continent of the Western Hemisphere is treated by Dr. Calderon. There are stimulating chapters on the "Latin Spirit" and "The Problem of Race." The volume is illustrated and there is an introduction by M. Raymond Poincaré, just elected president of the French Republic.

A law student who wishes to extend his studies beyond the works in English on the different phases of English and American jurisprudence, will find in "The Continental Legal History Series," which Little, Brown is bringing out, a great deal of documentary and historically interpretative matter about the various codes of the European

<sup>1</sup> Music Lovers' Cyclopaedia. Edited by Rupert Hughes. Doubleday, Page & Co. 948 pp. \$1.50.

<sup>2</sup> Annual Report of the Bureau of Labor Statistics 1911. Albany: J. B. Lyon Co., State Printers. 717 pp., ill.

<sup>3</sup> How to Play Golf. By Harry Vardon. Philadelphia: George W. Jacobs & Co. 298 pp., ill. \$2.

<sup>4</sup> The New Book of Golf. Edited by Horace G. Hutchinson. Longmans, Green & Co. 361 pp., ill. \$2.

<sup>5</sup> Children at Play in Many Lands: A Book of Games. By Katherine Stanley Hall. New York: Missionary Education Movement of the United States and Canada. 92 pp., ill. 75 cents.

<sup>6</sup> Auction of To-day. By Milton C. Work. Houghton Mifflin Co. 289 pp. \$1.25.

<sup>7</sup> The International Mind. By Nicholas Murray Butler. Charles Scribner's Sons. 121 pp. 75 cents.

<sup>8</sup> Swords and Ploughshares. By Lucia A. Mead. G. P. Putnam's Sons. 249 pp., ill. \$2.

<sup>9</sup> The Peace Movement of America. By Julius Moritzen. G. P. Putnam's Sons. 419 pp., ill. \$3.

<sup>10</sup> Empires of the Far East. By Lancelot Lawton. Small, Maynard & Co. 2 vols. 1598 pp. \$10.

<sup>11</sup> Recent Events and Present Policies in China. By J. O. P. Bland. Philadelphia: J. B. Lippincott Co. \$4.

<sup>12</sup> Latin America. By F. Garcia-Calderon. Charles Scribner's Sons. 406 pp.

Continent. We have it in two bulky volumes in this series; "A General Survey of Events, Sources, Persons and Movements, in Continental Legal History"<sup>1</sup> and a history of "French Private Law."<sup>2</sup> The first volume is by various European authors, the second by Jean Prissaud, late of the University of Toulouse. The same house brings out a "History of Roman Law,"<sup>3</sup> by Dr. Andrew Stephenson,

and "A Short History of English Law,"<sup>4</sup> by Dr. Edward Jenks, an English barrister of learned reputation. A work of more specific and concrete interest to the general American reader is Hugh E. Willis' "Farmers' Manual of Law."<sup>5</sup> This is adapted for the use of farmers and students in agricultural colleges. It has been conveniently arranged and indexed for references.

## BOOKS ON VARIED THEMES

A NEW book on "The Woman Movement,"<sup>6</sup> by Ellen Key, is always a real contribution to the ever-growing literature on that subject. The point of view of this Swedish writer is well known. Briefly stated, it is that the claim of woman to exert the rights and functions of man is of comparatively little importance. What is of vast significance, is the claim of woman's rights as the mother and educator of each succeeding generation of mankind. This present volume is not a history of the woman movement. It is a statement of what Miss Key considers the present phase. Woman, Miss Key insists, must cease to imitate man. She must claim her right to be more and more a woman. The translation is by Mamah B. Borthwick and there is an introduction by Havelock Ellis. Dr. F. W. Foerster, a special lecturer on ethics and psychology, at the University of Zurich, who is a well-known writer on social questions, in his new book on "Marriage and the Sex-Problem,"<sup>7</sup> takes direct issue with Miss Key's ideas. He works out his thesis on the basis of Christian principles. He believes that the new radical theories are wrong and that the Christian marriage ideal is the highest.

Dr. Ira S. Wile writes a useful, direct little volume on "Sex-Education,"<sup>8</sup> largely intended for the use of parents. Three recent volumes on "The Rights of Children" from a moral and physical standpoint, worth mention are, "The Elements of Child Protection,"<sup>9</sup> by Sigmund Engel, who is Official Guardian and Juvenile Advocate in the Courts of Budapest (a translation from the German); "The Right of the Child to be Well Born,"<sup>10</sup> by Dr. George E. Dawson (Harvard), and "The Prospective Mother,"<sup>11</sup> A Handbook for Women

During Pregnancy," by J. Morris Slemmons (John S. Hopkins).

One of those monumental tributes to an artist who stood for more than the mere work of his brush,—great as that was,—and which at the same time interprets an age and a tendency in art, is a biography of George Frederick Watts,<sup>12</sup> which has been written by his wife and just brought out with many fine illustrations. Watts has been described as a Wagner among painters. A born dreamer, he "took the naked ugliness of machinery and modern science and gave to it the symbolism of prophecy. He made it the dominant idea of his life to deal in art with the great problems of human existence." In this work, which is the first complete biography of Watts, we have intimated to us the great influence that Watts has already begun to exert, influence that is bound to increase with time. The three volumes are, as has been said, finely illustrated with reproductions of his paintings, pictures of his various homes, and snapshots of him in the intimacy of his domestic relations.

A couple of concise, excellently illustrated studies of French artists have been brought out by Lippincott, "Puvis De Chavannes"<sup>13</sup> and "Edouard Manet."<sup>14</sup> These are in a series of the "French Artists of our Day." Besides being biographical, they give some critical interpretation. A compact, encyclopedic history of "Art in Egypt,"<sup>15</sup> by G. Maspero, who is Director General of the Service of Antiquities of Egypt, comes to us as one of the Scribner series on the "General History of Art." It is most copiously illustrated and provided with an excellent index. There is still another new book on "Playing Cards," this time with the somewhat ponderous title, "Prophetical, Educational and Playing Cards."<sup>16</sup> The writer, Mrs. John King Van Rensselaer, attempts the ambitious task of presenting a history of playing-card development, from the days of the ancient Egyptian to the present. The book is fully illustrated.

<sup>1</sup> A General Survey of Events, Sources, Persons and Movements in Continental Legal History. By Various European Authors. Little, Brown & Co. 754 pp. \$6.

<sup>2</sup> A History of French Private Law. By Jean Brissaud. Translated by Rapelje Howell. Little, Brown & Co. 922 pp. \$5.

<sup>3</sup> History of Roman Law. By Andrew Stephenson. Little, Brown & Co. 513 pp. \$3.

<sup>4</sup> A Short History of English Law. By Edward Jenks. Little, Brown & Co. 390 pp. \$3.

<sup>5</sup> Farmers' Manual of Law. By Hugh Evander Willis. New York: Orange Judd Co. 458 pp. \$2.

<sup>6</sup> The Woman Movement. By Ellen Key. Translated by Mamah Bouton Borthwick. G. P. Putnam's Sons. 224 pp. \$1.50.

<sup>7</sup> Marriage and the Sex Problem. By Dr. F. W. Foerster. Frederick A. Stokes Co. 228 pp. \$4.

<sup>8</sup> Sex Education. By Dr. Ira S. Wile. Duffield & Co. 148 pp. \$1.

<sup>9</sup> The Elements of Child Protection. By Sigmund Engel. Macmillan Company. 276 pp. \$3.50.

<sup>10</sup> The Right of the Child to be Well Born. By George E. Dawson. Funk & Wagnalls Co. 144 pp. 75 cents.

<sup>11</sup> The Prospective Mother. By J. Morris Slemmons. D. Appleton & Co. 343 pp. \$1.50.

<sup>12</sup> George Frederick Watts: The Annals of an Artist's Life. By M. S. Watts. George H. Doran Co. 3 vols. 1011 pp., ill. \$10.

<sup>13</sup> Puvis de Chavannes. By Andre Michel. Philadelphia: J. B. Lippincott Co. 94 pp., ill. \$1.

<sup>14</sup> Edouard Manet. By Louis Hourticq. Philadelphia: J. B. Lippincott Co. 96 pp., ill. \$1.

<sup>15</sup> Art in Egypt. By G. Maspero. Charles Scribner's Sons. 313 pp., ill. \$1.50.

<sup>16</sup> Prophetical, Educational and Playing Cards. By Mrs. John King Van Rensselaer. Philadelphia: George W. Jacobs & Co. 392 pp., ill. \$3.

## FINANCIAL NEWS FOR THE INVESTOR

PROMINENT in all the business and financial news of the last few weeks has been the concerted, country-wide attack upon monopoly. President-elect Wilson in several notable public speeches arraigned monopoly with an eloquence rarely equalled, and at his instance several bills were introduced in the New Jersey Legislature designed to make impossible the formation of any more great monopolistic holding companies in that State. The investigation of the "Money Trust" by the Pujo Committee of Congress has been for the purpose of discovering what degree of monopoly exists in the banking world. Through the activities of this committee, as well as through newspaper "campaigns" and the work of the Governor and Legislature of New York, the alleged monopolistic tendencies of the New York Stock Exchange have been questioned, and finally there have been highly suggestive disclosures in regard to the monopolistic powers of certain of our great industrial combinations through testimony taken in suits against them under the Sherman Law.

Many corporate practices or devices, such as voting trusts, holding companies, syndicate underwriting, and interlocking directorates, have been bitterly attacked. One thing is certain, that radical and perhaps tremendous changes will be forced by public opinion upon the world of "big business." A large, very large, proportion of securities held by small investors, men and women who know no more about "big business" than a cat, have been issued by corporations, the activities of which or of whose promoters have been recently held up to serious challenge. Thus the question is being everywhere raised. Will investors suffer as the result of this great era of business and financial investigation, awakening, and reform?

New laws affecting business and finance are not expected to be retroactive. They will mostly affect only future operations. And if they prevent monopoly, they will prevent overcapitalization, which has been the bane of the investor. If the investor can be sure that the stock or bond he purchases has no "water" behind it, but only intrinsic worth, he has solved the hardest problem which confronts him.

Says John Moody, an authority on financial subjects:

The conditions which existed from 1898 to very recently were such as to make it both logical and irresistible for business men to become high financiers, and instead of exerting their best energies to improvements in methods of production and distribution, to do everything possible in the direction of monopolizing opportunities, and then capitalizing these monopolies. For the capitalizing of monopoly is all there is to "over-capitalization." Had it not been easy for men to acquire and construct monopolies during the past fifteen years, it would never have been possible for them to rear the great structures of capitalization which overspread the country to-day. Wherever attempts have been made during this period to float enormous capitalizations without the possession of some monopoly or element of monopoly, the attempts have resulted in signal failure.

It is entirely unlikely that during this day and generation we will witness the elimination of monopoly, or of the monopoly-element in this country. But one thing seems certain. The days of extraordinary expansion in monopoly power are over, or soon will be over. From now on we are unlikely to see the great capitalization movement grow with the rapidity which has characterized it during the past decade. Hereafter, instead of men looking for securities which have nothing back of them except "potential possibilities" or monopoly profits, we will more and more find men looking for securities which have tangible values back of them. In the selling of securities in the future, the main argument is going to be more along the line of intrinsic worth, efficiency of management, legitimate earning power under up-to-date and modern methods, instead of the argument that this or that company has a "monopoly" of this thing or that thing. In other words, the interest of financiers and captains of industry in the future will be more away from instead of in the direction of monopoly.

The investment markets are at this very time adjusting themselves to new conditions imposed upon them. For example, the Moline Plow Company, one of the largest manufacturers of agricultural implements and wagons, has just sold \$7,500,000 of preferred stock to investors through banking houses, the proceeds of which went partly to pay for the purchase of Adriance, Platt & Co., another well-known firm engaged in similar manufacturing. But the bankers are very careful to point out that Adriance, Platt & Co. is not a competitive plant, as it makes a line of binders, mowers, and corn harvesters, none of which was made by the Moline Plow Company itself. In the last few months a large number of concerns making agricultural



implements have sold their stock to the public, and in most instances part of the proceeds was used to buy other plants. But in each case care was taken not to buy plants which made the same products. There is no reason whatever, to judge from the revolution which is going on in this trade, why business should not be big, nor any reason why one concern should not make a great variety of products. But this is not monopoly. This is merely utilizing the unquestioned advantages of working on a large scale.

The great bulk of securities now being offered to investors are of the non-monopolistic variety and such as need not be affected by whatever punishment is inflicted upon the "Money Trust," the Stock Exchange, or the New Jersey incorporation laws. From the very nature of the case, mail-order firms or department stores cannot be monopolies, and yet their preferred shares may prove good investments. And if we glance at the bonds of public utility companies, we find the same situation. The popularity of these bonds seems to grow by leaps and bounds. In the last few months it has been notably rapid. The forthcoming census report on the electrical industry will prove astonishing in its story of the growth of this industry. But one can hardly think of a street or interurban railway, a gas company, or a hydro-electric company which is an interstate monopoly. Many of them are local monopolies, but only with the consent of the locality. The telephone business is practically a monopoly, but the Attorney-General of the United States has just decided that its regulation by the careful and scientific Interstate Commerce Commission will be far better than its attempted breaking up by the Sherman Law.

While investors are turning more and more

to public utility bonds and preferred shares of manufacturing and trading companies, both because of their high income and perhaps because of their freedom from the suspicion of "high finance," other classes of securities are by no means going into discard. Railroad earnings have been increasing rapidly of late and the mild winter has made railroad operation far less expensive than it often is. One of the largest and strongest of our steam railroad systems has just offered a great quantity of convertible bonds to its shareholders at a price which returns about 5 per cent.—a high return considering the class of security offered. Bonds which are convertible into stock at option of the owner form what speculators call a "straddle." Many economists agree that in a period of high living costs such as the present, stocks, or bonds which partake of the nature of stocks, form a better investment than regular bonds. Thus the railroads, which have had no little trouble in raising capital by bond issues, are meeting the difficulty by selling bonds which one can retain as a bond if bonds continue in favor, or can change into stock if stock becomes the more popular investment.

Such a general broadside of attack as that which is now being made upon the New York Stock Exchange cannot fail to arouse interest among investors, but they should know all sides of the subject before becoming particularly excited. A revised edition of Sereno S. Pratt's "The Work of Wall Street" has come off the press at a most opportune time. It explains the fundamentals which every investor should know about markets, stock exchanges, and the banking questions which Congress has been so energetically investigating with the aid of the astute corporation lawyer, Samuel Untermyer.

## TYPICAL INQUIRIES AND ANSWERS

### No. 425. "MORTGAGE NOTES"

There are offered for sale "mortgage notes" in denominations of \$500, each note being one of a series, which series totals the amount of a mortgage taken by a brokerage firm. The specific notes I have in mind seem to be secured by first mortgage on improved city real estate, and yield 6 per cent. Insurance policy, title, etc., are retained by the bankers, the separate notes being registered in the name of the purchaser thereof. Interest is paid directly to the note-holder by the mortgagor. Is there any reason why these notes are not as good as the original mortgage?

As a general proposition, no; provided, of course, the notes are drawn strictly in accordance with the terms of the mortgage, and with all of the necessary legal formalities. This method of handling loans on improved city real estate has been in vogue for a good many years, perhaps more especially in the Middle West, and has proved very

satisfactory from the individual investor's point of view. Of course, whether in connection with the notes or with the mortgage, itself, the ultimate safety of the investment would depend upon the character of the property, the ratio of the total amount of the loan to a conservatively appraised valuation of the property, and to some extent upon the responsibility and experience of the mortgage brokers. In the absence of specific information about the proposition you have in mind, it is possible for us to report only in this general way.

### No. 426. MARKETABLE HUNDRED-DOLLAR BONDS

Is it possible to secure safe hundred dollar bonds that are readily marketable? If so, please mention some issues. I shall need cash at sometime in the future, but meantime I wish my money to be earning something.

There are a good many standard investment bonds, obtainable in hundred dollar pieces, which one ought to have little, if any, difficulty in disposing of at any time with reasonable facility. To mention a few representative issues:

Colorado & Southern ref. and ext. 4½'s to net about 4.85 per cent.; Chicago, Milwaukee & St. Paul conv. 4½'s to net 4.25 per cent.; Norfolk & Western first consolidated 4's to net about 4.10 per cent.; Southern Pacific—San Francisco Terminal 4's to net 4.50 per cent.; American Telephone & Telegraph coll. tr. 4 per cent. cfs. to net 4.60 per cent.; Liggett & Myers and P. Lorillard debenture 5's to net 5.20 per cent.; General Electric debenture 3½'s to net about 4.70 per cent.

All of these are parts of widely known and well established issues that have a satisfactory market on the New York Stock Exchange. For that reason, they would probably be found more readily salable than a large number of others, perhaps no less secure and satisfactory in other respects, but enjoying markets only such as can be made by the banking houses among whose "specialties" they are numbered. You doubtless know that there are several reputable firms of investment bankers which devote particular attention to bonds of small denominations.

#### No. 427. SIX PER CENT. UTILITY BONDS

I have from eight to ten thousand dollars for investment. Can you recommend any public utility bonds paying 6 per cent? I should prefer them not to mature under ten to twenty years. I am investing for income only.

We should hesitate to recommend by name any public service corporation bonds yielding income at the rate of 6 per cent., for we do not recall ever having had occasion to examine any bond of that kind, yielding such a high rate, that we believed to be entitled to the rating of a strictly conservative investment. The best bonds of this type do not yield much more than 5 per cent. There are a good many such as we are accustomed to refer to as "middle grade" bonds, which may be had to yield from 5¼ to possibly 5¾ per cent. But when you go above that rate, you are likely to encounter a class of low grade, and more or less speculative securities. Of course, we do not mean to say that there might not be found occasionally a good public utility bond selling on that high basis of net income for reasons entirely aside from any marked deficiency in underlying security; but that would be the exception, rather than the rule, and would call at once for closer scrutiny than the average investor is wont to give to his purchases.

We think, if you examine the lists of offerings of the big, strong investment banking houses which have specialized in this type of securities for so long that their judgment can be accepted as the most expert, you will find our suggestions confirmed in practically all respects.

#### No. 428. FARM LOANS AND MORTGAGE PARTICIPATIONS

For a young man, who does not care to leave his money in a savings account, do you recommend farm loan and first mortgage participations, when offered by trust companies that are reliable? How much interest should they bring? I am getting 5 per cent. for first mortgages and 6 per cent. for

farm loans. Should I confine myself to the 5 per cent. mortgages, or are the 6 per cent. farm loans just as safe? What do you think of trust company and National bank stocks? Do you think I should seek other fields for my funds, and wait until I get together \$500 and then buy bonds?

Especially in cases where there is no necessity for giving serious consideration to the feature of ready convertibility, we believe properly selected farm loans and first mortgage participations to be among the best things into which a small, and necessarily conservative, investor can put his money. You doubtless appreciate that there is no market for securities of these types, as there is for standard railroad, industrial and public utility bonds, for instance. In a general way, the rates of income you are getting on the mortgages and farm loans which you now hold, indicate that they may be representative high grade securities of their respective types. It would be impossible to say which of the two classes was affording you the soundest security of principal and interest without analyzing each on its own merits.

We have never been inclined to look with a great deal of favor upon bank and trust company shares as securities for people, to whom we are accustomed to refer as "average investors." Stocks in this category seem to us to be better adapted as a rule to the investment of the surplus funds of business men.

Your own suggestion about \$500 bonds is timely. Making your next investment in that way would give you a start toward the kind of diversification that is held to be of great importance by every scientific investor nowadays.

#### No. 429. DENVER & RIO GRANDE REFUNDING FIVES

What do you think of Denver & Rio Grande first and refunding 5 per cent. bonds?

We consider that they have to be classed as second grade railroad securities, but that they are not without promise. For the last few years the Denver & Rio Grande has had a problem on its hands by reason of the way in which it committed itself financially to the construction of its Pacific Coast extension, the Western Pacific Railway. As you may probably know, the "Denver" itself furnished a considerable amount of money for this new line, and in addition to that, obligated itself to make good any deficiency in the interest on the Western Pacific's \$50,000,000 first mortgage bonds. The new road has not yet been able to earn the full interest requirements on these bonds, and in order to stand by its guarantee, the Denver & Rio Grande found it necessary to omit the payment of dividends on its own preferred stock, temporarily. There is no indication, however, that the "Denver's" position in this, or other respects, is such as to endanger any of its bonds. It seems reasonable to expect that, unless something entirely unforeseen occurs, during the next two or three years the Western Pacific will be able to pay its own way, and that the Denver & Rio Grande will, therefore, be able to devote surplus earnings that are now being used to help carry the new property through its first stages of development to the building up of equities back of its mortgage debt.

